

Attachment A11

Loading Dock, Traffic and Waste Assessment
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Reference: 25.296r02v04

28 October 2025

Icon Project Management
Level 10, 350 Kent Street,
Sydney NSW 2000

Attention: Mr Brett James, Director

Re: 580 George Street, Sydney
Loading Dock Capacity Feasibility Study

Dear Brett,

TRAFFIX has been commissioned to undertake a capacity study of the existing loading dock of a building located at 580 George Street, Sydney and the suitability of this loading dock to accommodate deliveries in relation to a new commercial development replacing the existing food court, in addition to the provision of additional floors containing approximately 7,938m² of additional commercial office gross floor area (GFA) which would rely on the existing loading dock for all servicing requirements.

We have undertaken a physical site inspection of the existing loading dock to assess opportunities and constraints in relation to the physical layout of the existing dock and its suitability to adequately accommodate deliveries typical of a retail/commercial based on our experience working other similar developments, including within the City of Sydney Local Government Area.

The below feasibility study is based on our site investigations and our review of the information provided. We have undertaken a review of all information provided in conjunction with our site investigations and now advise as follows:

Existing Loading Dock Specifications

The loading dock is situated with loading dock access via Wilmont Street, a service lane which serves a Wilson Carpark adjacent to the subject site in addition to other buildings with access via Wilmont Lane.

TRAFFIX has undertaken a detailed site inspection of the existing loading dock layout on Tuesday 8th July 2025, and the following advice is provided based on our site inspection and assessment of the provided plans included in **Attachment 1** for reference:

- The loading dock access is controlled with a roller door of width 7.4m and overhead clearance of 4.1m
- The lowest measured clearances to overhead structures within the loading dock are as follows:
 - 3.5m measured to a sprinkler head situated directly above the existing turntable as shown in **Figure 1** below, and;
 - 3.2m measured to a HVAC duct along the northern side of the loading dock as shown in **Figure 2** below.



Figure 1: 3.5m Clearance Measured from Turntable to Overhead Sprinkler as Circled in Red Above

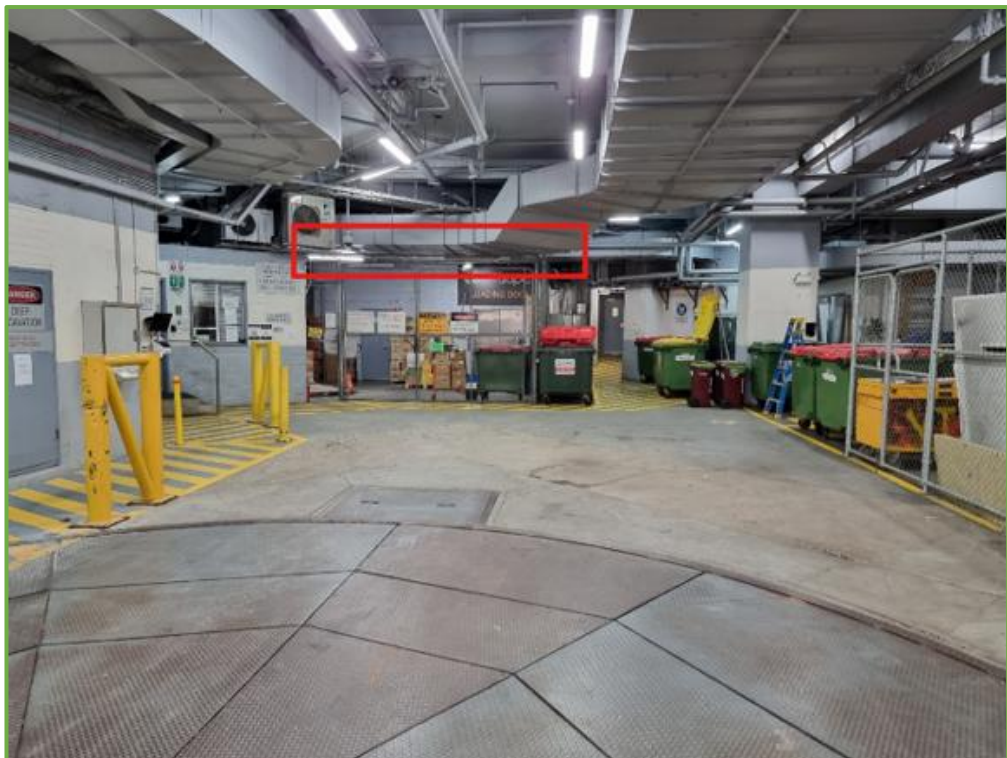


Figure 2: 3.2m Overhead Clearance Measured from Floor to the Underside of Overhead Ducting as Captured by the Red Rectangle Above.

- An 8.0m diameter turntable is situated within the loading dock as shown in **Figure 1** and **Figure 2** above.
- A temporary structure containing an existing security office is located at the southeast corner of the loading dock adjacent to the entrance and as shown in the sketches provided in **Attachment 2 (SK.01)** and **Figure 3** below:



Figure 3: View looking towards the existing security office (not shown on the plans) located in the south-eastern corner of the loading dock

- Two (2) permanent walls have been installed in the northeast corner of the loading dock, not shown on the plans, as marked up in the markup provided in **Attachment 2 (SK.01)**.
- A loading dock platform has been constructed within the southwest corner of the loading dock adjacent to the Goods and Services lift (Lift 15) as shown in **Figure 4** below:



Figure 4: View looking towards the existing loading dock (not shown on plans) located in the southwestern corner of the loading dock.

- Chain-link fencing has been erected within the loading dock to provide storage areas along the northern and eastern sides of the loading dock as shown in **Figure 5** and **Figure 6** below.

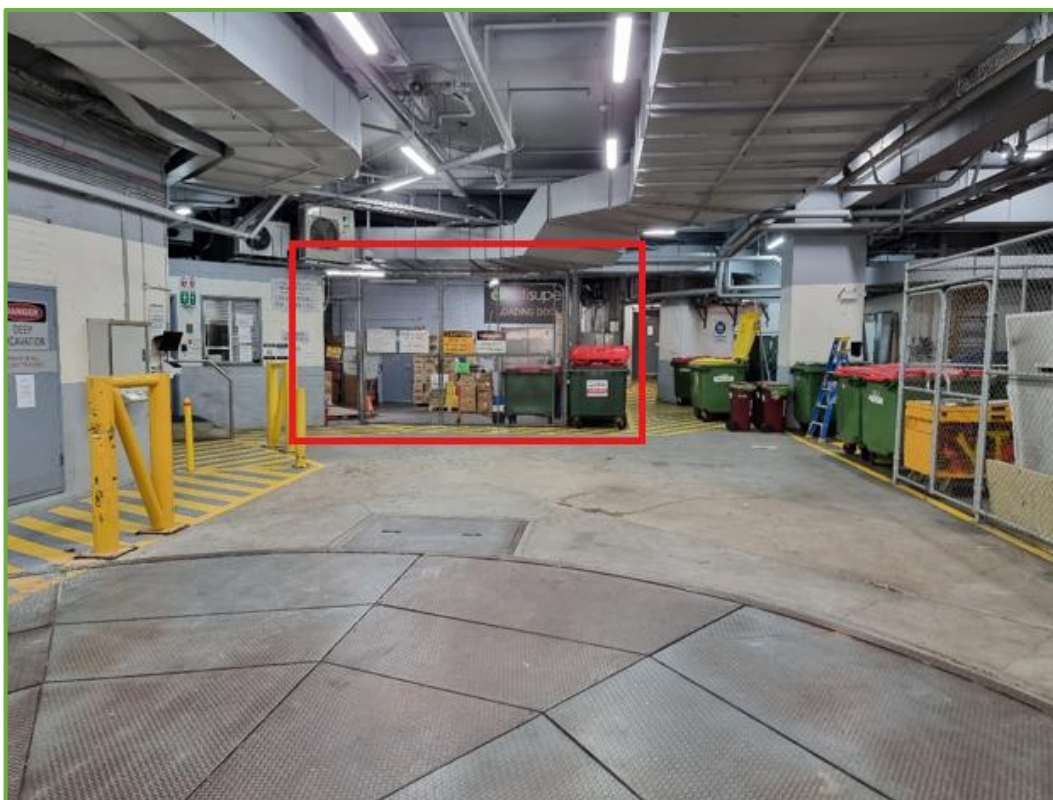


Figure 5: Chain-link fencing along northern side of loading Dock as shown by red rectangle



Figure 6: Chain-link fencing along eastern side of loading dock shown by red rectangle

- Multiple waste bins are currently stored along the northeast section of the loading dock as shown in **Figure 6** above.
- Multiple bollards have been installed within the loading dock alongside a line-marked pedestrian path which runs along the western side of the loading dock, and in front of the temporary security office in the southeastern corner as shown in **Figure 3** and **Figure 5** above.

Possible Loading Dock Configurations

Having regard for the permanent and removable structures and fixtures within the loading dock as described in the previous section, we have identified five (5) possible scenarios to maximise loading dock capacity, described as follows:

No Changes to Existing Layout

- Scenario 1 – existing scenario:

In this scenario 6.4m Small Rigid Vehicles (SRV's) are accommodated onsite with no changes to the existing loading dock layout in accordance with the onsite site inspection undertaken on 8th July 2025. In this scenario, 2 x SRV's with a maximum height of 3.1 metres and a small delivery van could be accommodated within the loading dock a shown in **Figure 7** below. 8.8m Medium Rigid Vehicles (MRV's) cannot be accommodated onsite in this scenario due to the insufficient clearances to the existing security office located adjacent to the turntable.

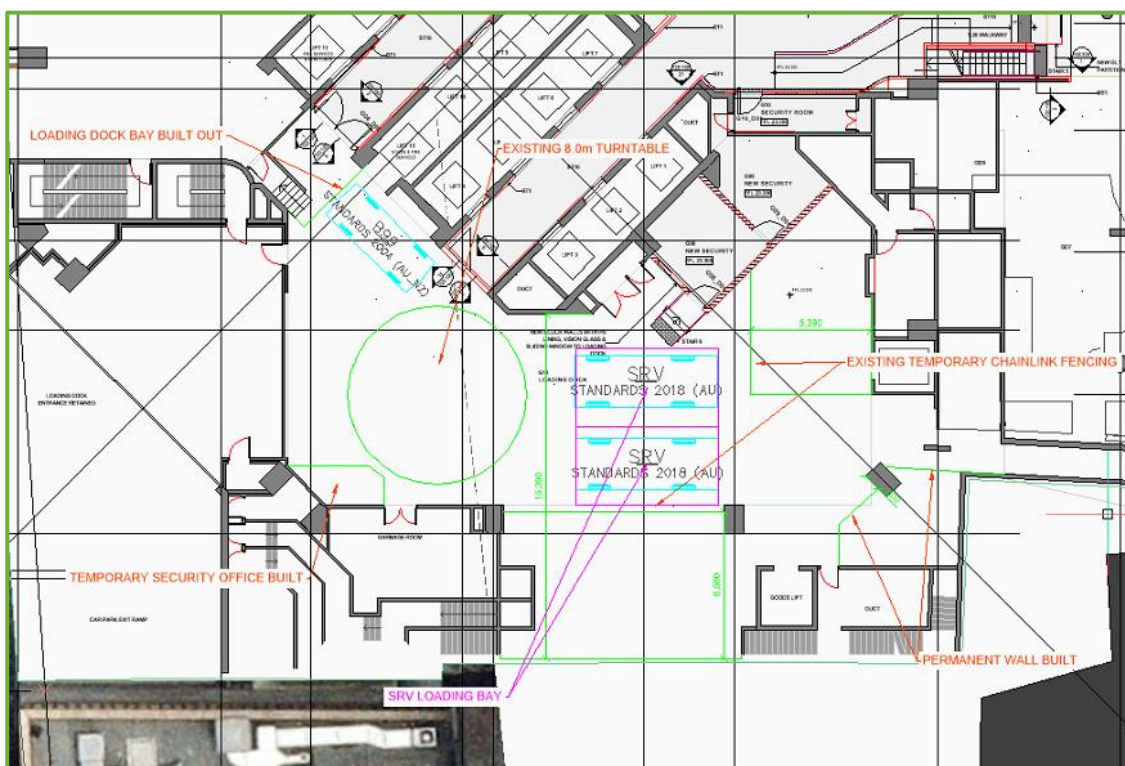


Figure 7: 2 x SRV bays accommodated onsite with no changes to existing arrangement

Removal of Chain-link Fencing

➤ Scenario 2 – potential scenario:

In this scenario 4 x 6.4m Small Rigid Vehicles (SRV's) are accommodated onsite with removal of the chain-link fencing and no changes to the existing security office located in the southeastern corner of the site. In this scenario, 4 x SRV's with a maximum height of 3.1 metres and a small delivery van can be accommodated within the loading dock as shown in **Figure 8** below. 8.8m Medium Rigid Vehicles (MRV's) cannot be accommodated within the loading dock in this scenario due to the insufficient clearances to the existing security office located adjacent to the turntable.

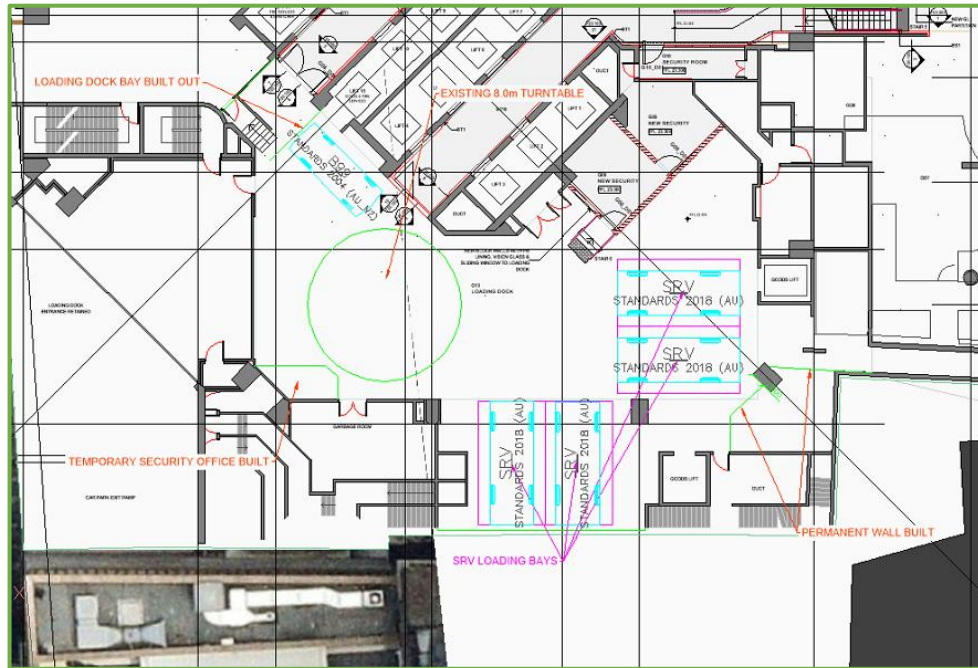


Figure 8: 4 x SRV bays accommodated onsite with removal of chain-link fencing.

➤ Scenario 3 – potential scenario:

In this scenario 6 x B99 delivery vans are accommodated onsite with removal of the chain-link fencing and no changes to the existing security office located in the southeastern corner of the site. In this scenario, a total of 7 x B99 delivery vans can be accommodated within the loading dock as shown in **Figure 9** below. 8.8m Medium Rigid Vehicles (MRV's) cannot be accommodated within the loading dock in this scenario due to the insufficient clearances to the existing security office located adjacent to the turntable.

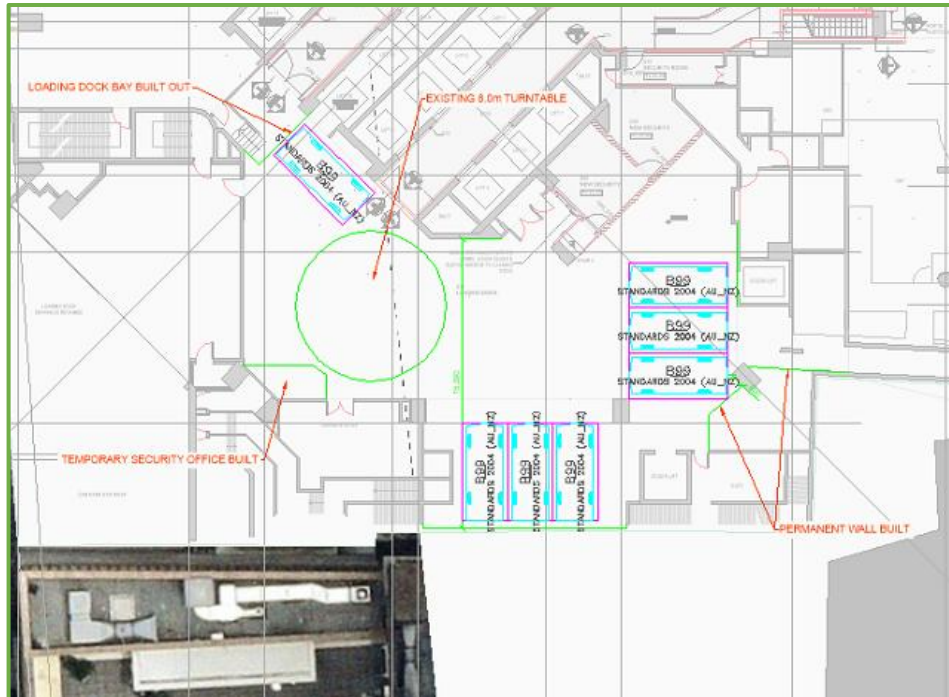


Figure 9: 7 x B99 delivery bays accommodated onsite with removal of chain-link fencing.

Removal of Chain-link Fencing and Temporary Security Office

➤ Scenario 4 – potential scenario:

In this scenario 3 x 8.8m Medium Rigid Vehicles (MRV's) are accommodated onsite with removal of the existing security office located in the southeastern corner of the loading dock and removal of the chain-link fencing. In this scenario, 3 x MRV's with a maximum height of 3.1 metres and a small delivery van can be accommodated within the loading dock as shown in **Figure 10** below.

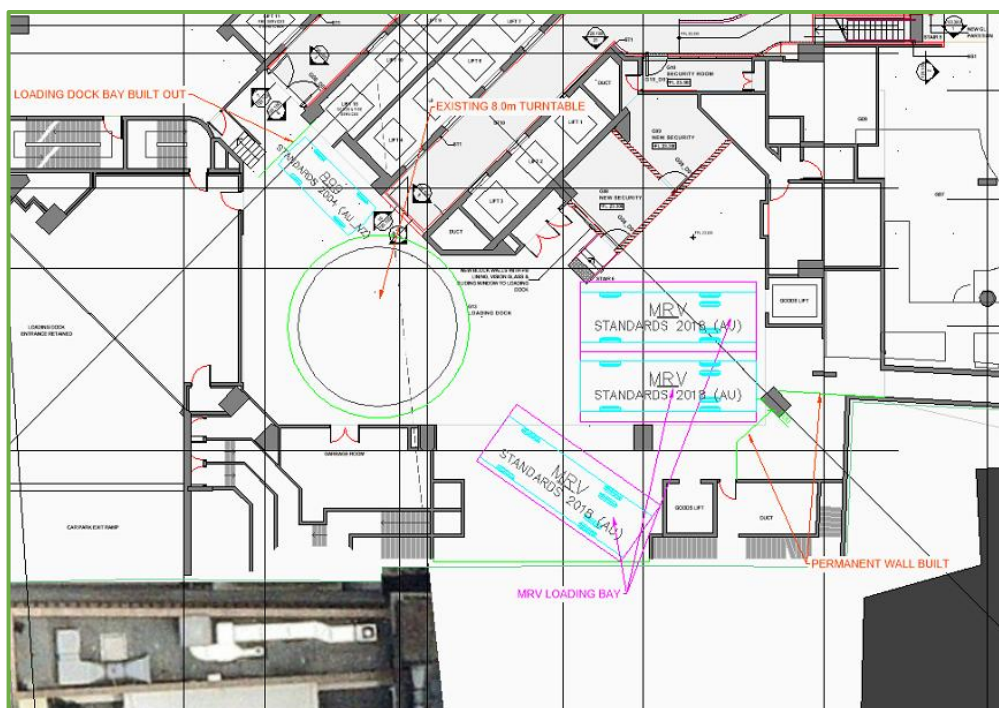


Figure 10: 3 x MRV Loading bays accommodated onsite with removal of chain-link fencing and security office.

Reference should be made to the swept path analysis provided in **Attachment 2** showing how access to and from the loading dock and each of the loading dock spaces referred to above is achieved.

➤ Scenario 5 – potential scenario:

In this scenario, an amalgamation of Scenario 4 and 5, 2 x 8.8m Medium Rigid Vehicles (MRV's) and 2 x B99 delivery vans are accommodated onsite with removal of the existing security office located in the southeastern corner of the loading dock and removal of the chain-link fencing. In this scenario, 2 x MRV's with a maximum height of 3.1 metres and two (2) x B99 delivery vans can be accommodated within the loading dock as shown in **Figure 11** below.

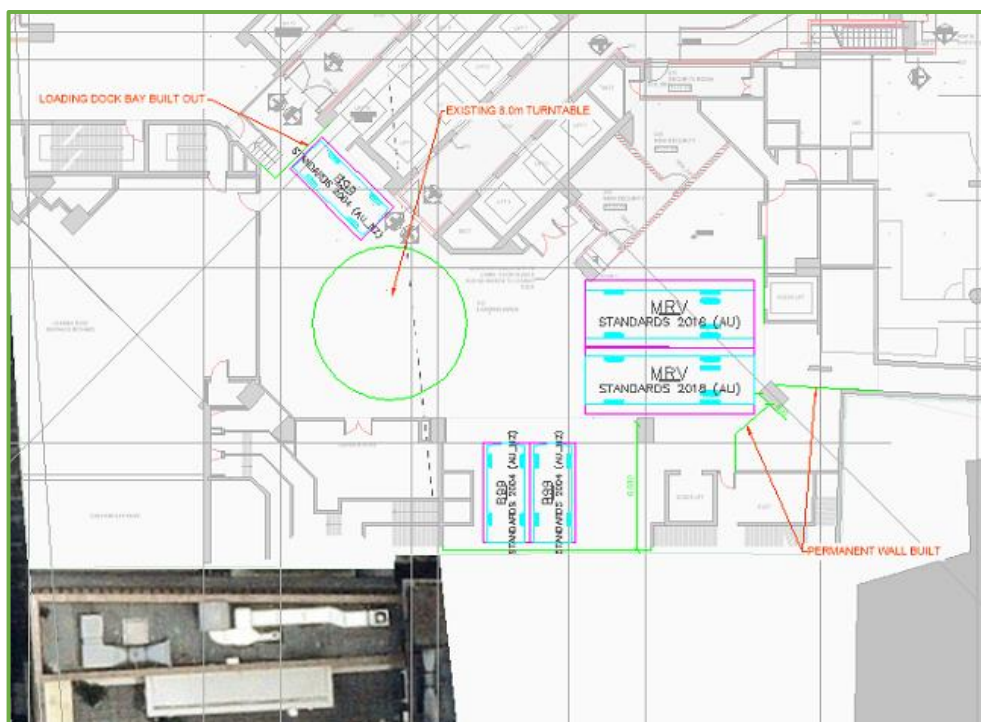


Figure 11: 2 x MRV and 2 x B99 Loading bays accommodated onsite with removal of chain-link fencing and security office.

Reference should be made to the swept path analysis provided in **Attachment 2** showing how access to and from the loading dock and each of the loading dock spaces referred to above is achieved.

Proposed Loading Requirements

TRAFFIX understands the existing ground floor and mezzanine levels are currently occupied by a food court and medical centre. It is understood these levels are to be replaced with retail GFA and will remain essentially unchanged in terms of the quantum of GFA provided so that the servicing requirements will be consistent with the existing/approved arrangements.

It is understood the new upper podium levels will include some 7,938m² of additional commercial GFA. The City of Sydney Development Control Plan (2012) Schedule 7.8.1 provides the following service vehicle requirements for commercial premises:

- (i) 1 space per 3,300sqm GFA, or part thereof, for the first 50,000sqm; plus
- (ii) 1 space per 6,600sqm, or part thereof, for additional floor area over 50,000sqm and under 100,000sqm; plus
- (iii) 1 space per 13,200sq or part thereof, for additional floor area over 100,000sqm.

Based on the above, the proposed development would require the following in strict accordance with Council's DCP:

- Three (+3) additional loading bays.

It is noteworthy that the existing layout provides sufficient space to provide (3) loading bays comprising two (2) SRV bays and one (1) B99 Space which can accommodate delivery vans, small utility vehicles and the like, without any changes to existing temporary structures onsite as shown in Scenario 1 above. However, if existing temporary structures such as chain-link fencing were removed, there is potential to accommodate two (2) additional SRV loading bays or three (3) additional small delivery vehicle

spaces, thus meeting Council's DCP servicing requirements. Alternatively, it may be desirable to provide a combination of loading bay configurations such as two (2) MRV spaces and two (2) standard small delivery vehicle spaces as per the arrangement described in Scenario 5 above.

There is flexibility in terms of possible future loading dock layout configurations based on tenants' servicing needs. In our experience working on similar commercial/retail developments, commercial developments typically require servicing using smaller delivery vehicles such as couriers, stationary suppliers and the like and preference should be given to designing for small delivery vehicles over larger delivery trucks typically associated with food and beverage suppliers.

Proposed Loading Dock Management and Scheduling

- The maximum sized truck will not exceed the size of an 8.8m MRV
- Since the loading dock height clearance is restricted to 3.2m, the maximum truck height would be restricted to 3.1m.
- The maximum duration of a parked truck will be approximately 20-minutes;

A schedule of likely servicing requirements related to the proposed additional commercial GFA is provided in **Table 1** below:

Table 1: Indicative Schedule of Regular Servicing

Type of Deliveries	No. of Suppliers	No. of Delivery Days per Week	Delivery Times	Duration
<i>Commercial</i>				
General and Office Supplies	6	6	Between 8:00am – 6:00pm (Mon-Sat)	20 mins
<i>Waste</i>				
Cardboard	1	1	Between 6:00am – 10:00am (Mon-Sat)	5 mins
General	1	2		5 mins
Recycling	2	2		10 mins

The proposed commercial office may also generate occasional long-stay service demands from tradespeople. These providers are to arrive only in a light vehicle (e.g., trade Ute or small van) that can be accommodated separately in the basement car park or within the loading dock.

Since the loading dock is also utilised by various other tenancies, a detailed loading dock management plan is expected to be provided to ensure the loading dock can service the entire development without adversely affecting other tenancies, the local road network and infrastructure.

Traffic Impacts

Based on our review of the plans and the indicative delivery schedule provided in **Table 1** above, it is anticipated that impacts to Wilmont Street and the surrounding road network would be minimal and consistent with existing conditions.

TRAFFIX has been advised the proposed development includes a reduction in the overall provision of car parking which will likely result in a reduction in vehicle trips especially considering the Sydney CBD location and having regard for Council's maximum DCP parking rates. Traffic impacts are therefore expected to be negligible with respect to impacts on Wilmont Lane and the wider road network in this regard.

Summary

The five (5) loading dock layout scenarios described above in relation to 580 George Street, Sydney should be considered having regard for mixed retail and commercial office servicing requirements and the feasibility of amending the existing dock layout to accommodate additional or larger vehicles, as required.

The existing loading dock can accommodate vehicles up to 8.8m MRV's (using a turntable) with minor amendments to the existing layout including the removal of impermanent structures as discussed, or 6.4m SRV's and B99 vehicles with minor to no amendments to existing structures. 3.1m is the maximum vehicle height able to be accommodated in all scenarios based on an assessment of existing overhead structures within the loading dock.

In all scenarios, it is envisaged that a detailed loading dock management plan will be required to manage deliveries based on loading requirements involving the proposed development as well as other existing tenancies within the building in order to minimise impacts.

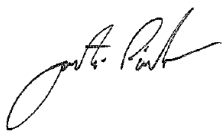
From a high-level review of the proposed development, impacts to Wilmont Street and the surrounding road network will be minimal (if any) and consistent with existing (approved) conditions and is therefore considered supportable in terms of traffic impacts, based on the information provided to date.

In summary, the proposed development is considered supportable in terms of accommodating projected servicing and traffic requirements based on the above high-level assessment and it is envisaged that all future servicing demands could be managed through the implementation of an appropriate loading dock management plan. There is also potential to optimise the loading dock layout having regard for the different scenarios discussed above, as considered appropriate.

We trust the above is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

Traffix



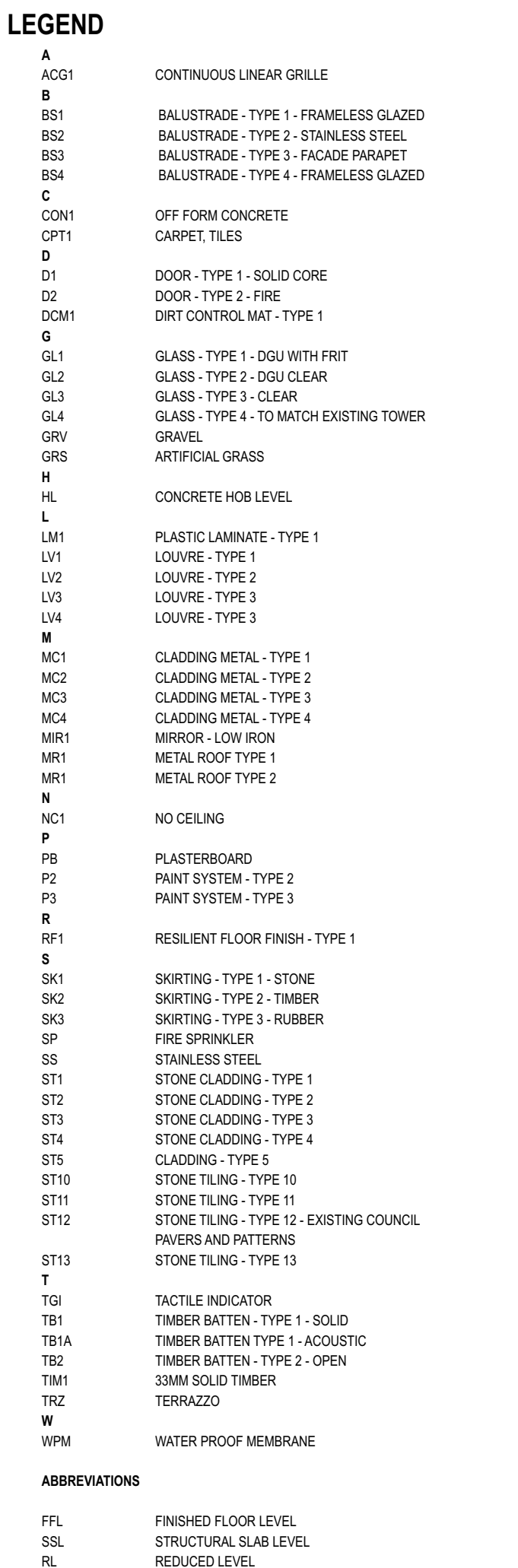
Justin Pindar
Director

Enc:

Attachment 1: Provided Existing Loading Dock Plan
Attachment 2: Swept Path Analysis

ATTACHMENT 1

Provided Existing Loading Dock Plan



FOR TIMBER BATTEN AND STONE
HOB SETOUT REFER : AR-720308

UNLESS NOTED OTHERWISE ALL PARTITIONS TO EXTEND 100MM
PAST THE CEILING LINE, EXCEPT FOR NEW FIRE, SMOKE AND
ACOUSTIC WALLS.

NOTE:

UNLESS NOTED OTHERWISE ALL PARTITIONS TO EXTEND 100MM PAST THE CEILING LINE, EXCEPT FOR NEW FIRE, SMOKE AND ACOUSTIC WALLS.

07	20-07-15	AMEND - AT LOCATION, FF, RL, STAIRS + FLOOR PROFILE DEFLATE - HANDRAIL, ADD ROLLER SHUTTERS	JH
06	16-07-15	AMEND - NOTICES + SMS ADD	EH
05	14-07-15	AMEND - NOTICES, WALL, DOW SWINGS + TYPES, ADD LABELS DIMENSIONS, DEFLECT REFERENCE	EH
04	01-07-15	SECURITY - STONE ROOF REVISED STONE ROHS DIMENSIONS CONVECTOR GEOMETRY REVISED STONE CLADDING ZONE REDUCED TO 50mm ACCESS DOORS ADDED RECEPTION DESK, STONE SEAT UPDATED TIMBER BATTENS, STONE SEAT	MH
03	18-06-15		IB
02	17-02-15	AMEND FACIOT FACADE, STAIR HANDRAILS + FGI AMEND FACIOT FACADE, POSTER POSITION, ADD LEVELS AMENDMENTS: - NEW GRIDS TO ALIGN WITH FACADE AND COLUMNS - NEW DIMENSIONS STRUCTURAL STEEL PACKAGE - GRIDS A/D 1-14	PM
01	19-01-15		DK
00	10-10-14		DK
REV	DATE	DESCRIPTION	BY

fjmt
francis-jones morehen thorn

PROJECT
COMMERCIAL LOBBY AND RETAIL REFURBISHMENT
580 GEORGE STREET
SYDNEY
THE GPT GROUP

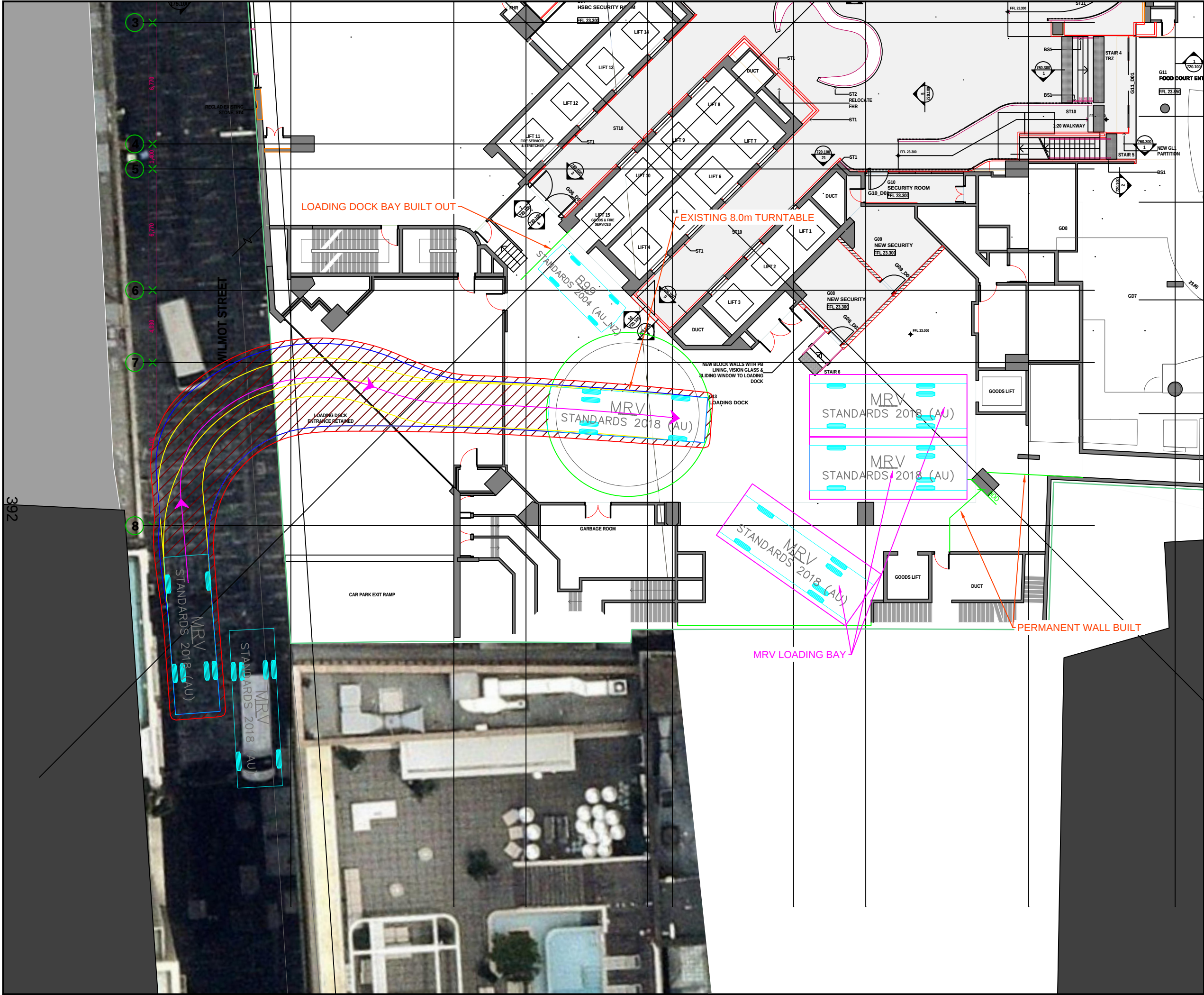
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**GENERAL ARRANGEMENT
GROUND FLOOR PLAN**

SCALE	1:100 @ B1	DRAWN	DK	PROJECT CODE GPT580
DATE	16.10.2014	APPROVED	EL	
SHEET NO. AR-172200				REVISION 07

As Built

ATTACHMENT 2

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	15-07-25
B	Updates	SH	02-10-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

francis-jones morehen thorp

Client

IC ON Project Management

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

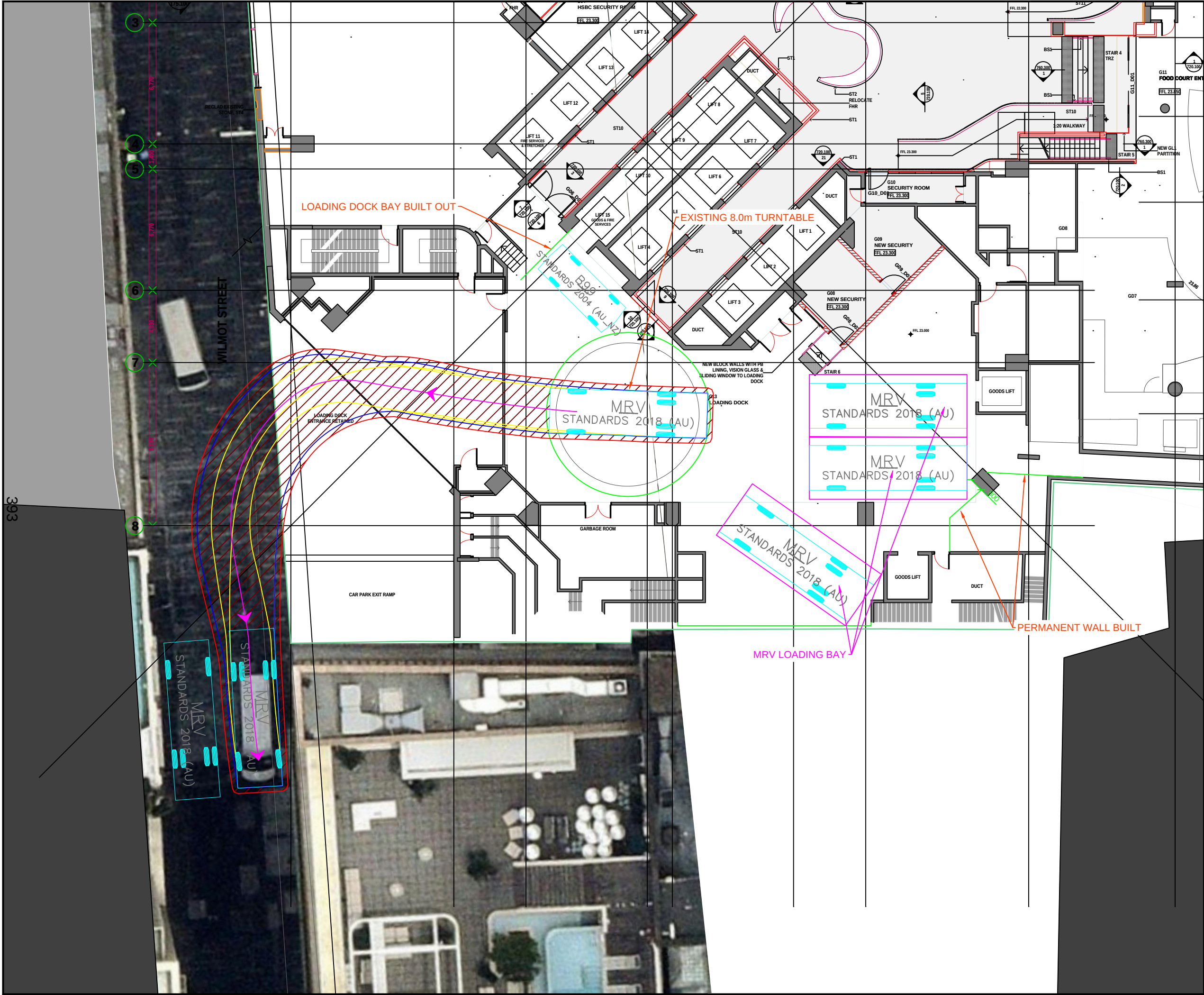
Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
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Drawing Title

Loading Dock Swept Path
8.8m Medium Rigid Vehicle
Scenario 4
Entry Movement

Drawn: SH	Checked: JP	Date: 15-07-25	
25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.01	B



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Architect

francis-jones morehen thorp

Client

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Scale / Plan Orientation

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1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

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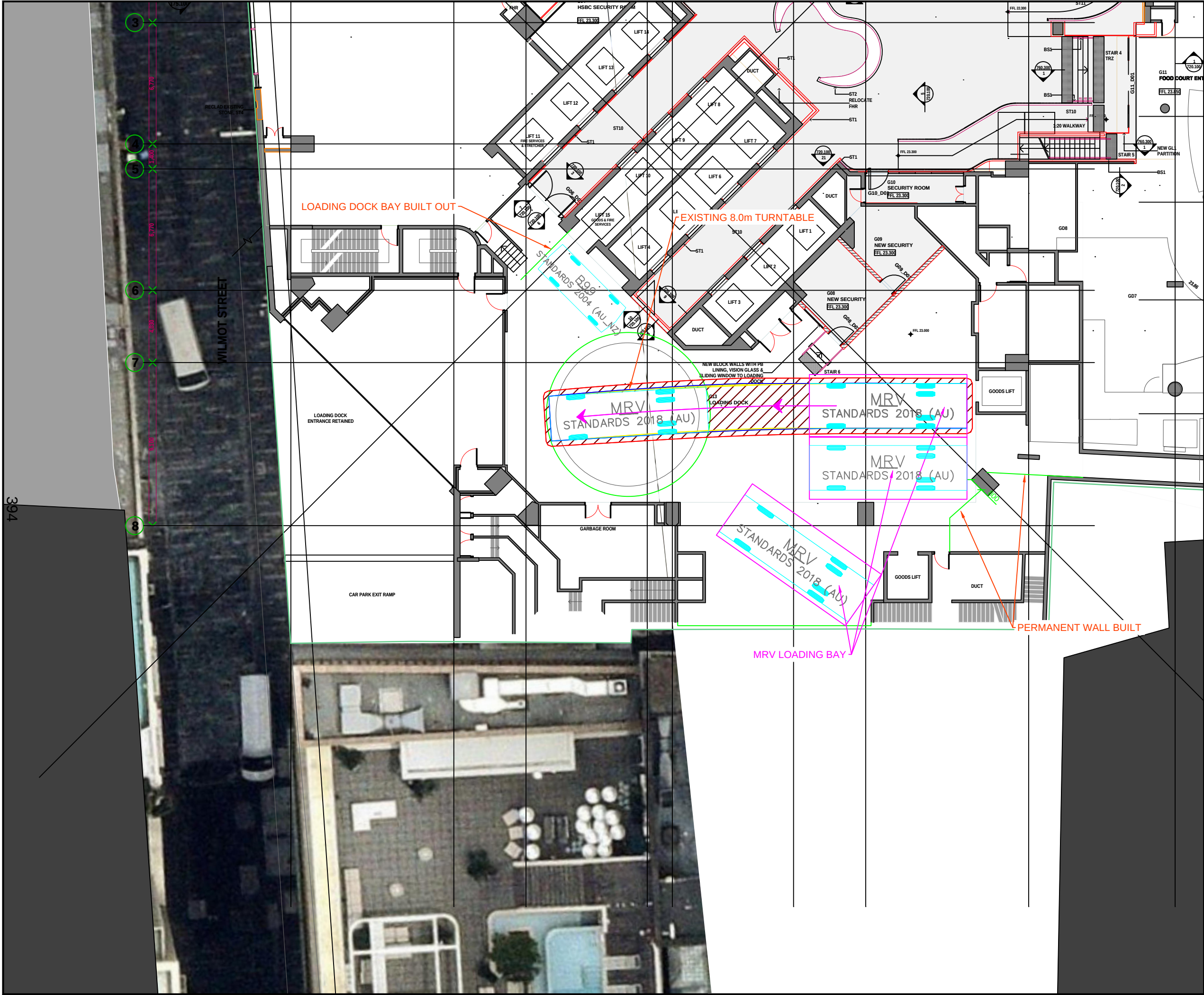
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Drawing Title

Loading Dock Swept Path
8.8m Medium Rigid Vehicle
Scenario 4
Exit Movement

Drawn: SH	Checked: JP	Date: 15-07-25	
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- Clearance Envelope (300mm)

Architect

francis-jones morehen thorp

Client

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Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

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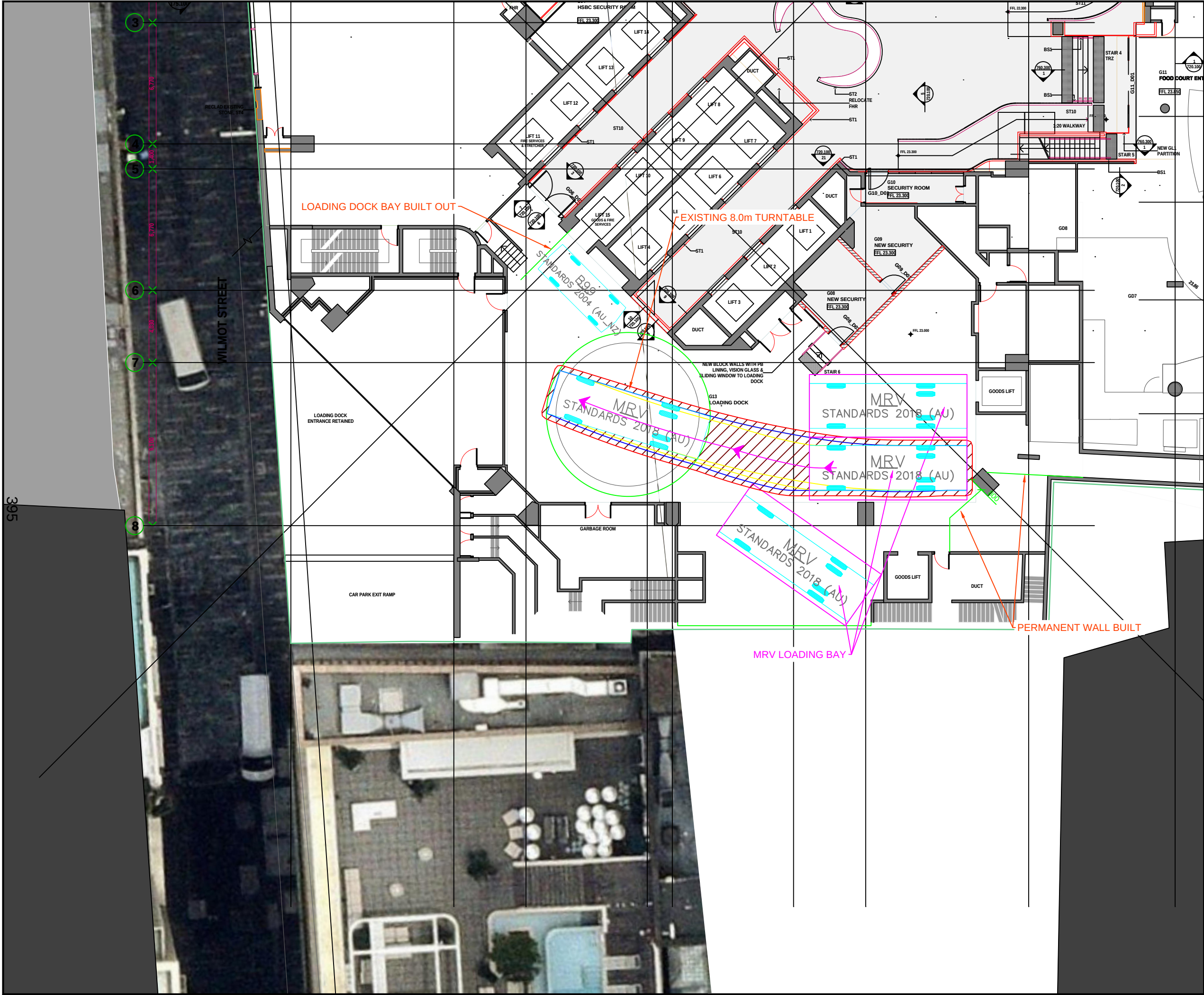
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Drawing Title

Loading Dock Swept Path
8.8m Medium Rigid Vehicle
Scenario 4
MRV Bay 1 Movement

Drawn: SH	Checked: JP	Date: 15-07-25	
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Swept Path Legend

- Wheel Path
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- Clearance Envelope (300m m)

Architect

francis-jones morehen thorp

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Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

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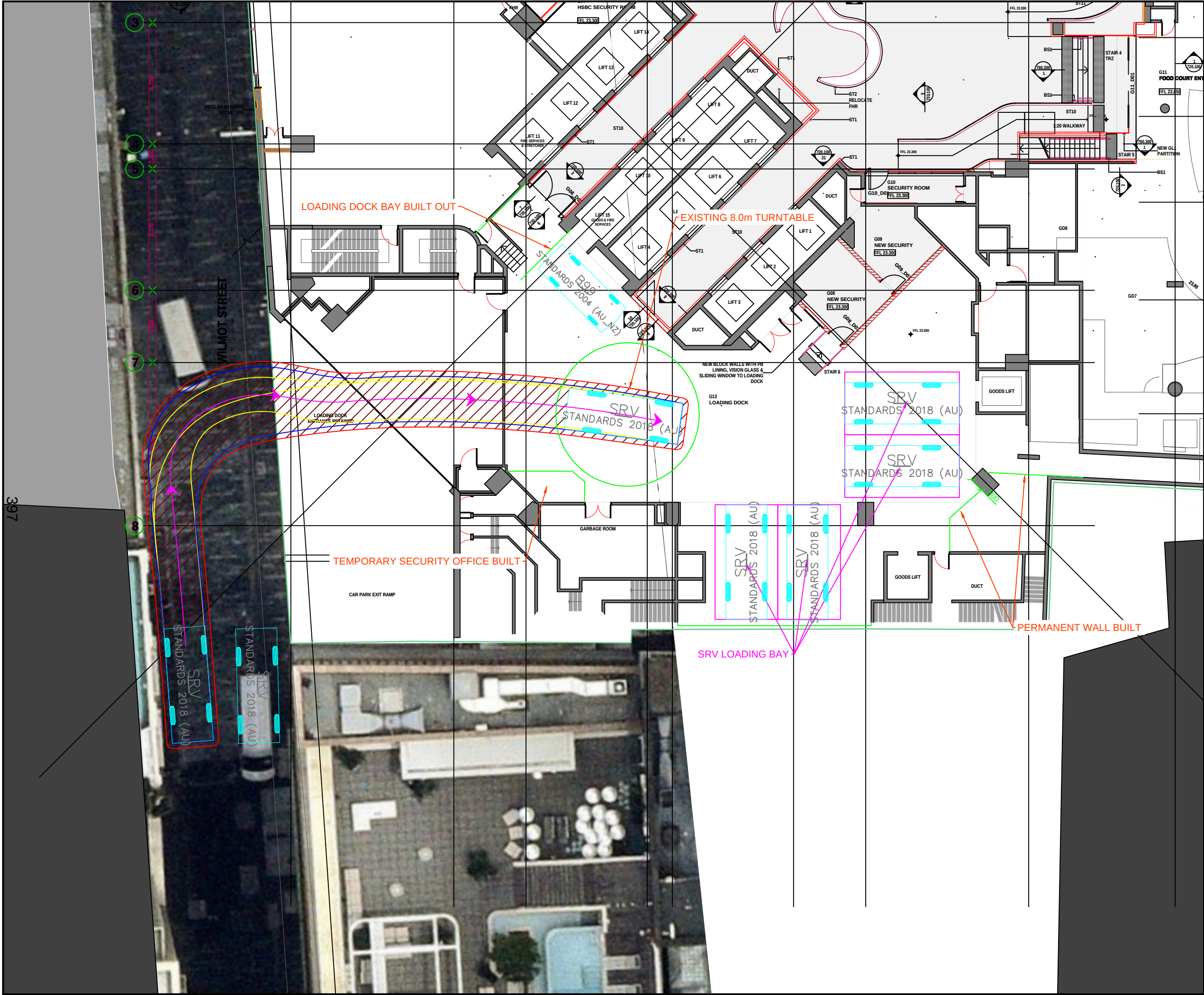
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Loading Dock Swept Path
8.8m Medium Rigid Vehicle
Scenario 4
MRV Bay 2 Movement

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francis-jones morehen thorp

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0 2 4 6 8m

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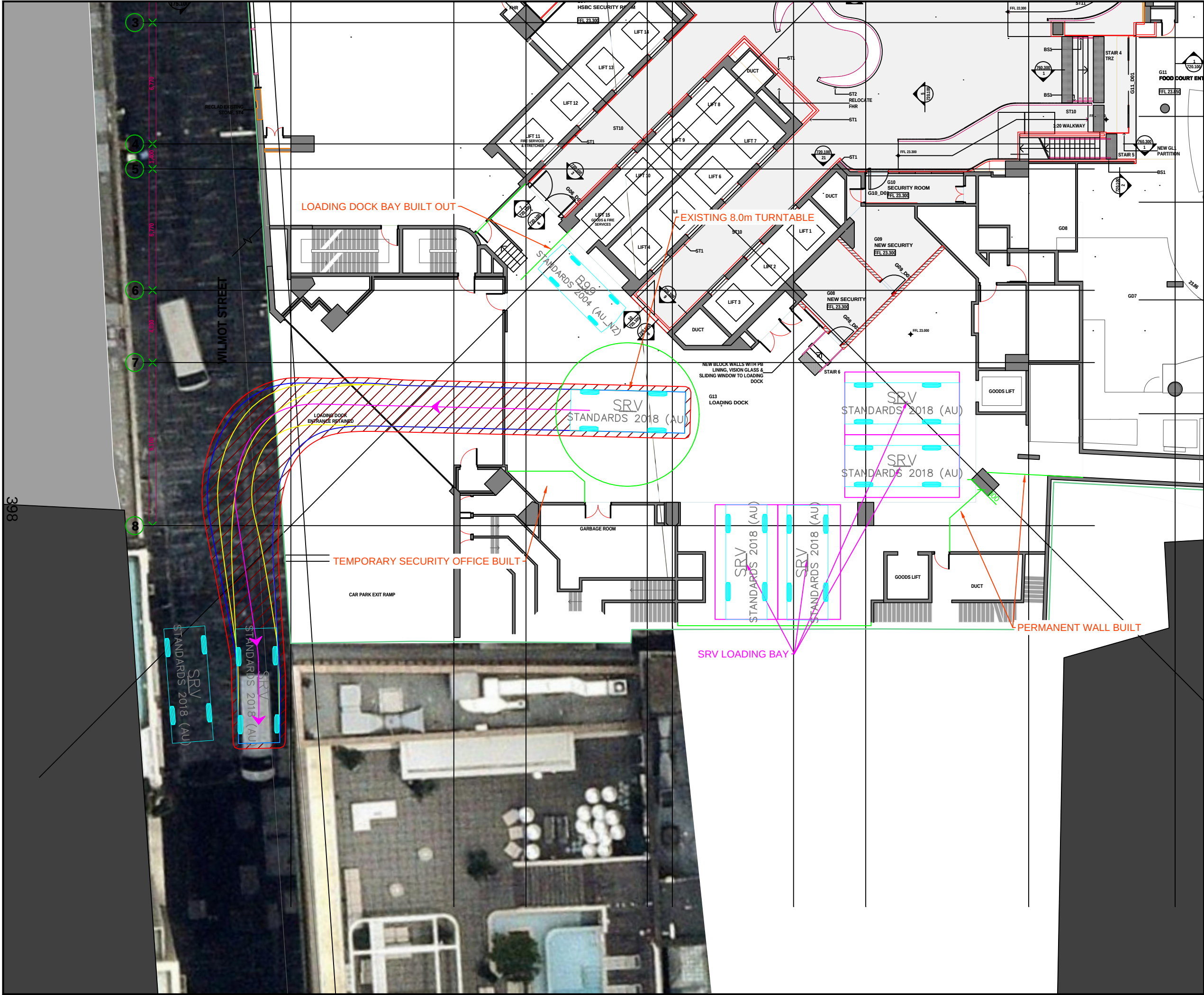
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Loading Dock Swept Path
6.4m Small Rigid Vehicle
Scenario 2
Entry Movement

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25.296	-	TX.06	A



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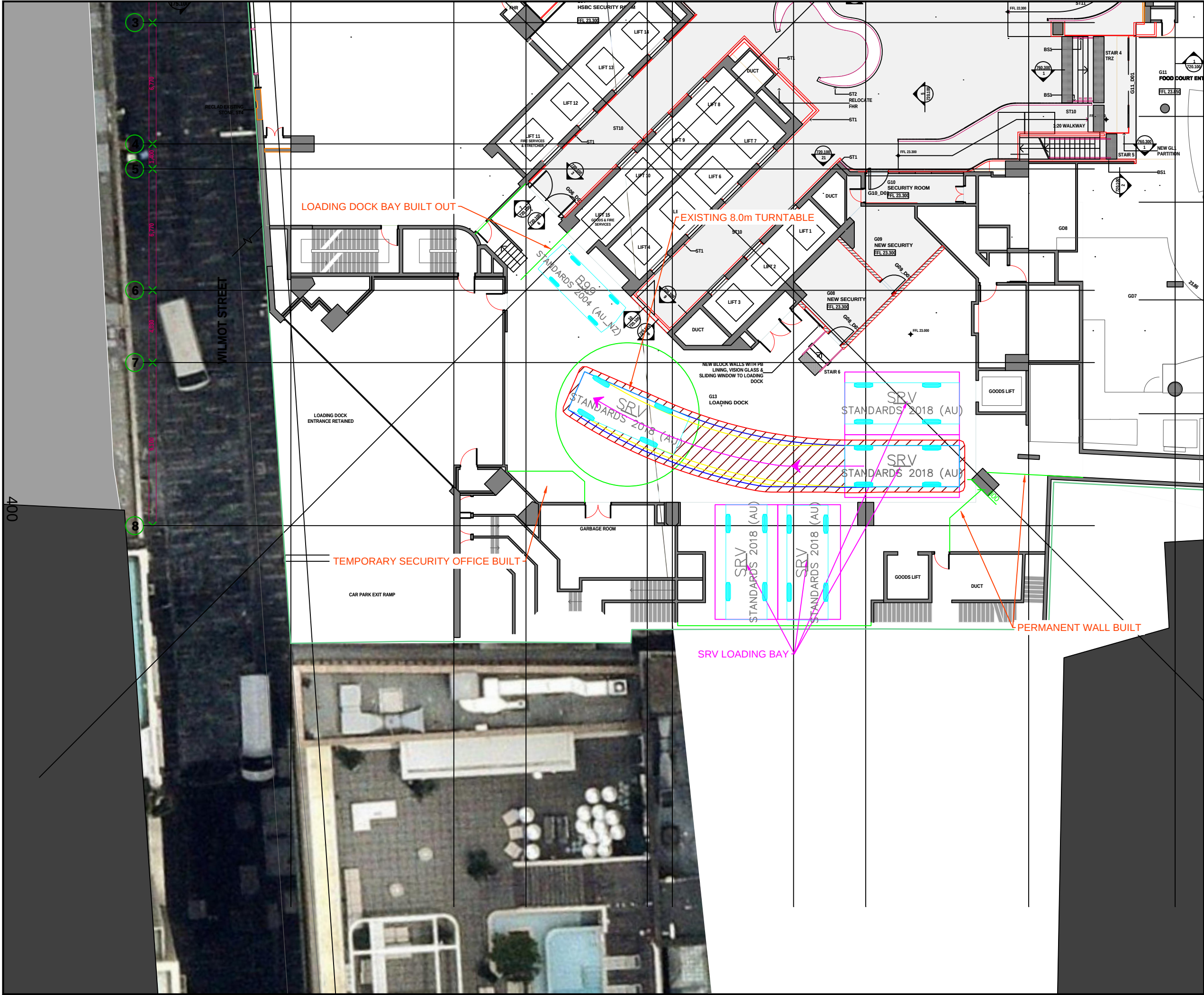
Drawing Title

Loading Dock Swept Path
6.4m Small Rigid Vehicle
Scenario 2
Exit Movement

Drawn: SH	Checked: JP	Date: 15-07-25
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25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.07	A



Notes:

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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	15-07-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

francis-jones morehen thorp

Client

ICON Project Management

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
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P.O. Box 1124
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Drawing Title

Loading Dock Swept Path
6.4m Small Rigid Vehicle
Scenario 2
SRV Bay 2 Movement

Drawn: SH	Checked: JP	Date: 15-07-25	
25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.09	A



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	15-07-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300m m)

Architect

francis-jones morehen thorp

Client

IC ON Project Management

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

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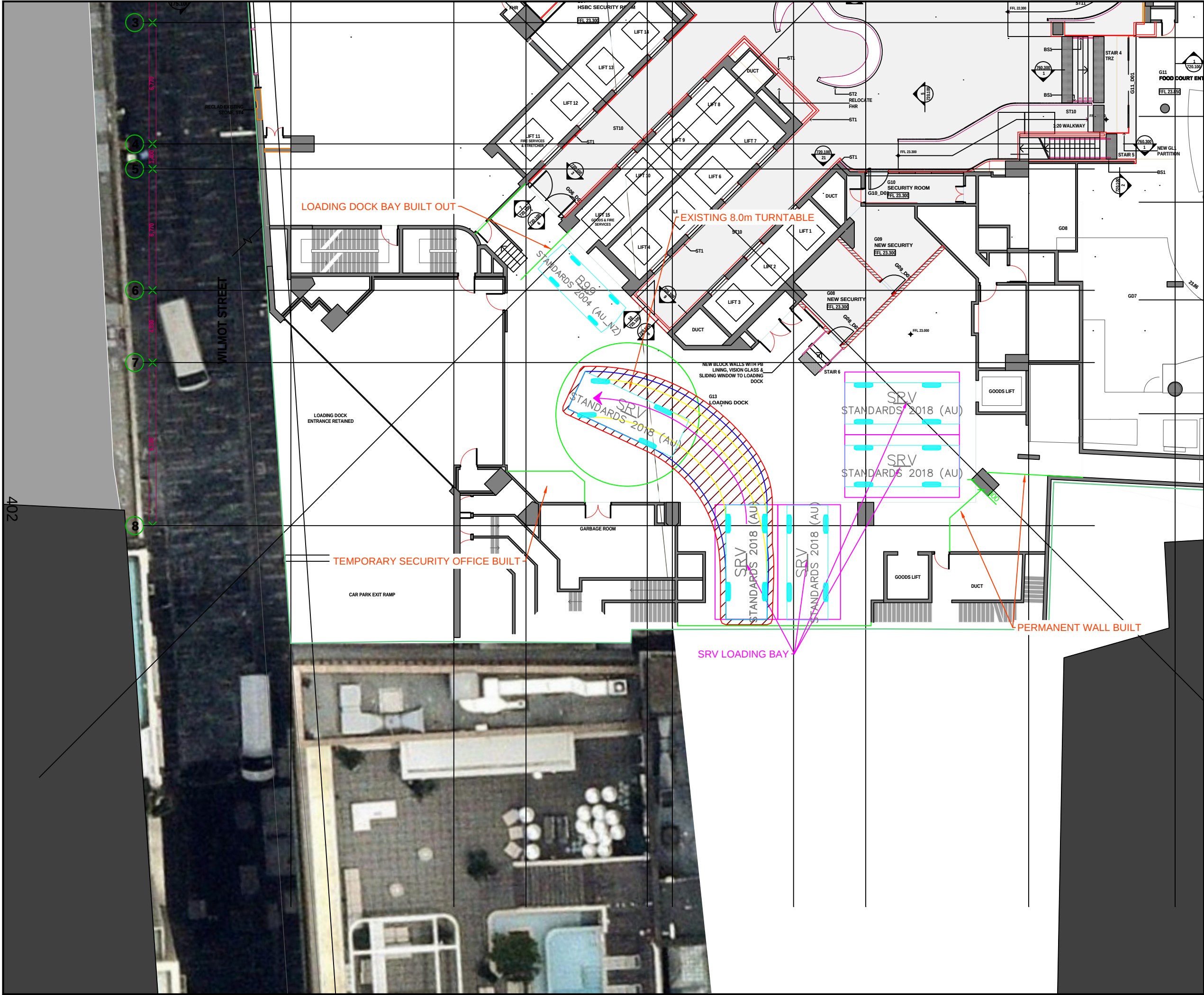
Drawing Title

Loading Dock Swept Path
6.4m Small Rigid Vehicle
Scenario 2
SRV Bay 3 Movement

Drawn: SH	Checked: JP	Date: 15-07-25
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25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg

Project No.	Drawing Phase	Drawing No.	Rev.
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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	15-07-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

francis-jones morehen thorp

Client

IC ON Project Management

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

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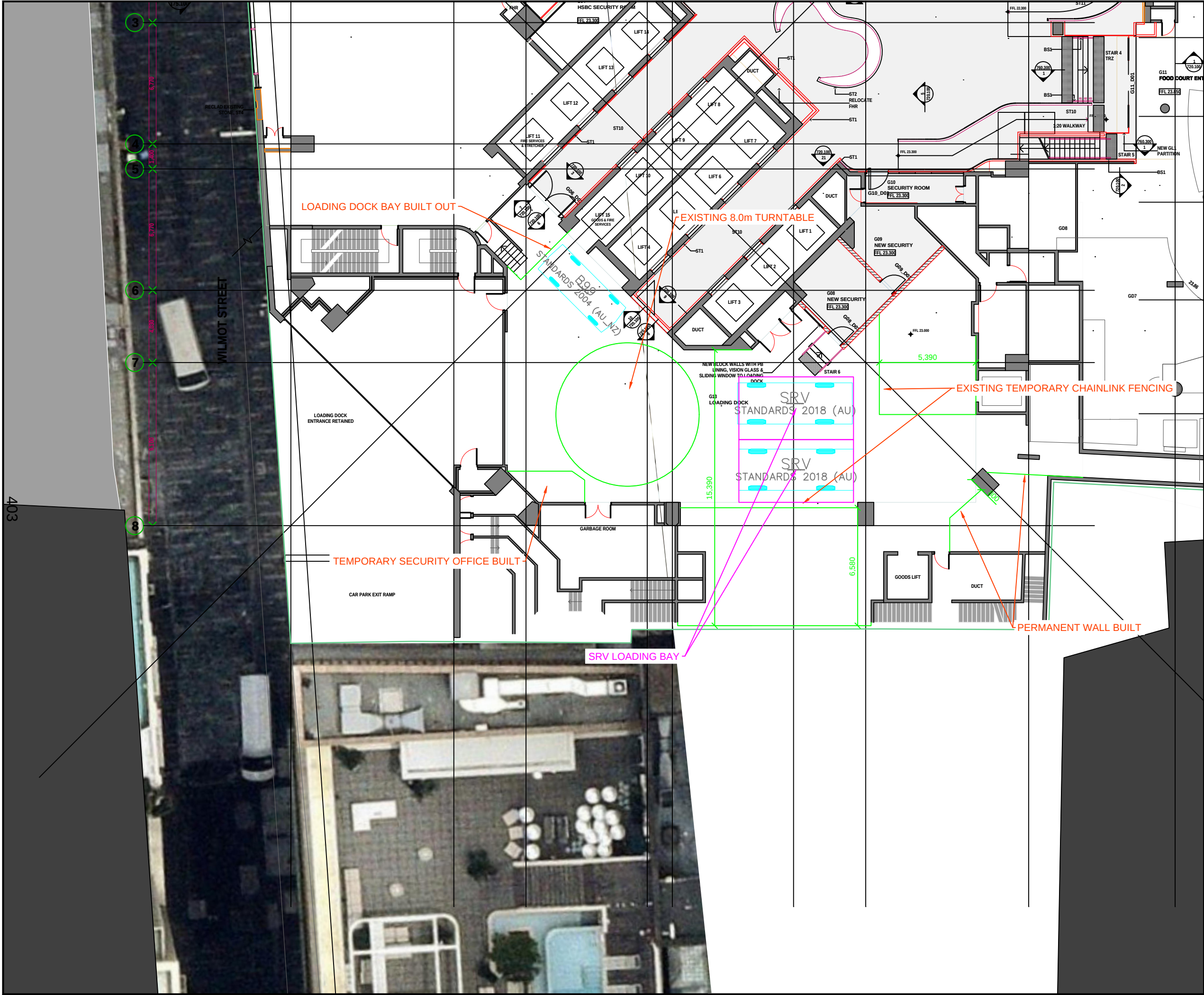
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Strawberry Hills, NSW 2012

t: +61 2 8324 8700
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Drawing Title

Loading Dock Swept Path
6.4m Small Rigid Vehicle
Scenario 2
SRV Bay 4 Movement

Drawn: SH	Checked: JP	Date: 15-07-25	
25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.11	A



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Rev.	Revision Note	By	Date
A	Swept Path Analysis	SH	15-07-25
B	Swept Path Analysis	SH	02-10-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300m m)

Architect

francis-jones morehen thorp

Client

IC ON Project Management

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

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Drawing Title

Loading Dock Swept Path

6.4m Small Rigid Vehicle

Scenario 1

SRV Bay 1 Movement

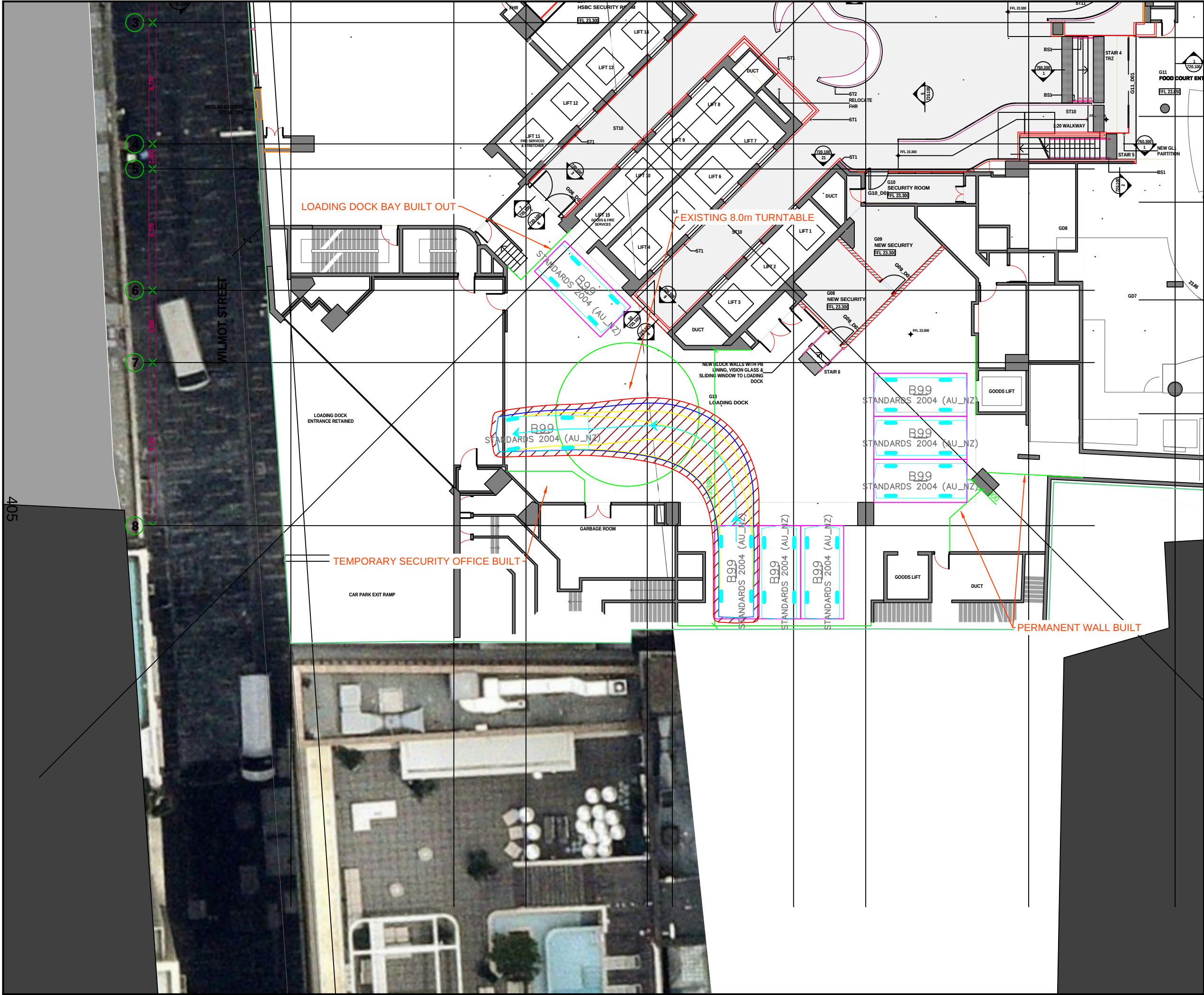
Drawn: SH

Checked: JP

Date: 15-07-25

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Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.12	B



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A	Swept Path Analysis	SH	02-10-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300m m)

Architect

francis-jones morehen thorp

Client

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Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

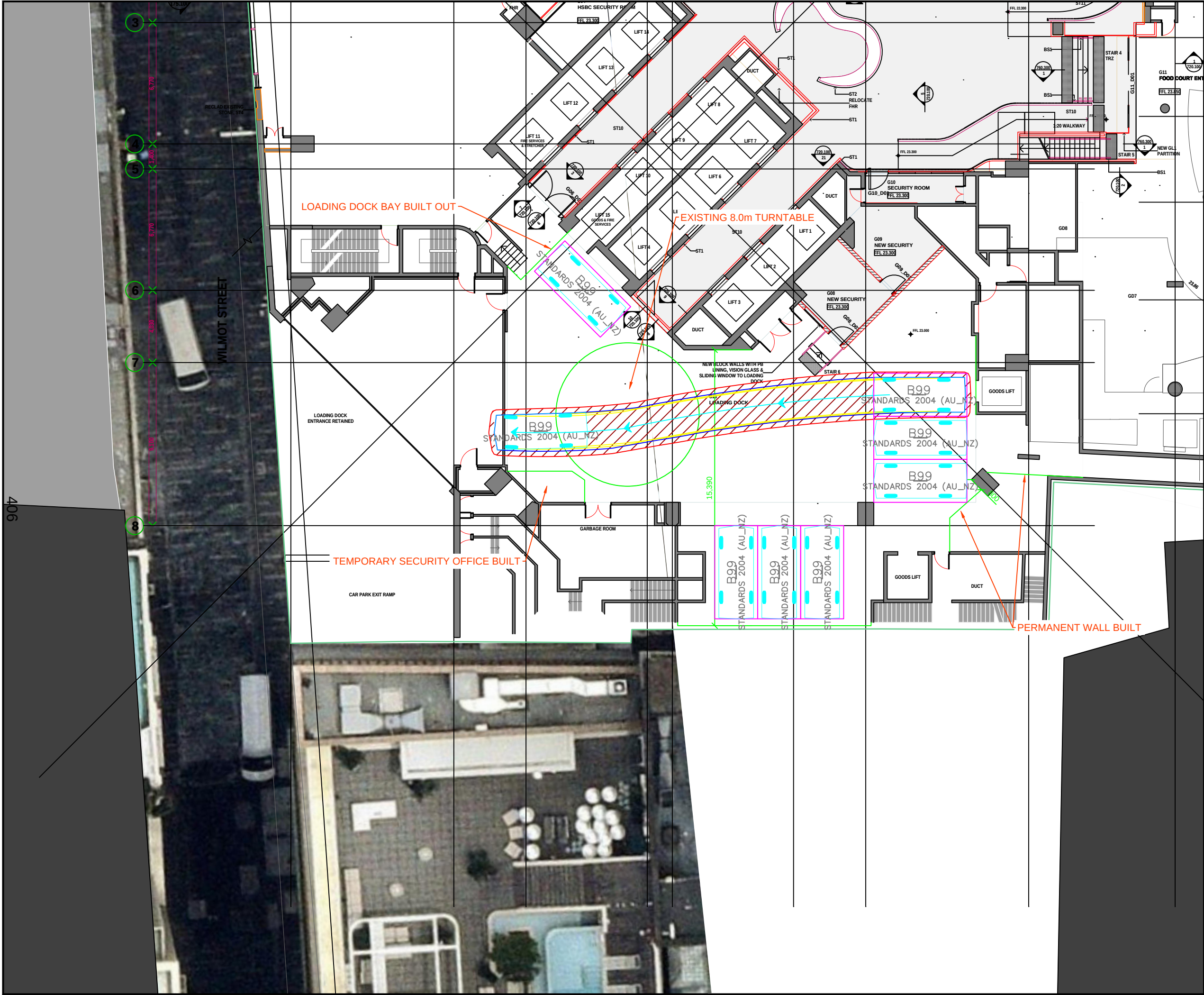
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Strawberry Hills, NSW 2012

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Drawing Title

Loading Dock Swept Path
B99 Design Vehicle
Scenario 3
B99 Delivery Bay 1 Movement

Drawn: SH	Checked: JP	Date: 02-10-25	
25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.14	A



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	02-10-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300m m)

Architect

francis-jones morehen thorp

Client

IC ON Project Management

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

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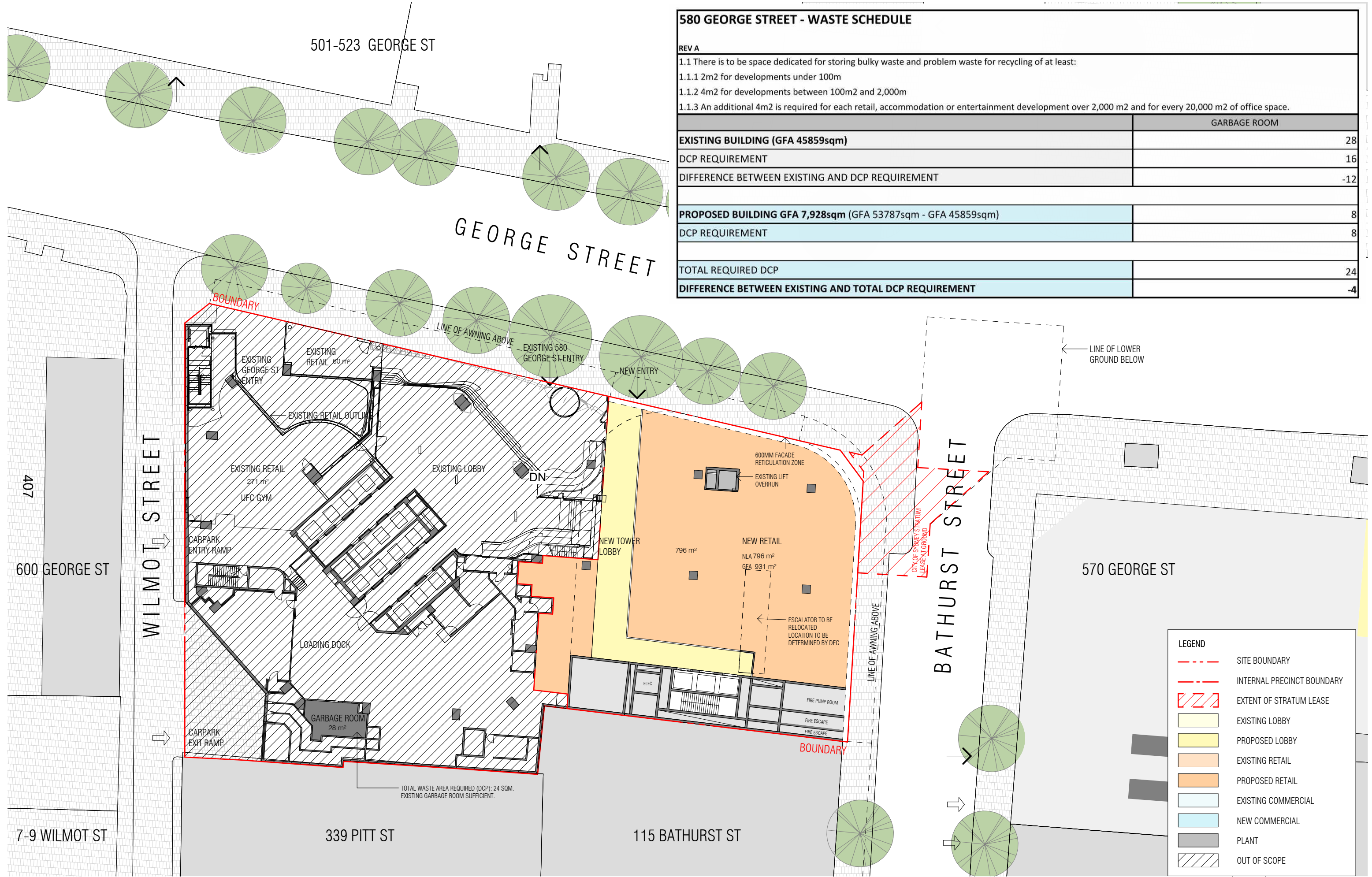
Drawing Title

Loading Dock Swept Path
B99 Design Vehicle
Scenario 3
B99 Delivery Bay 5 Movement

Drawn: SH	Checked: JP	Date: 02-10-25
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25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.15	A



580 GEORGE STREET - WASTE SCHEDULE

- 1.1 There is to be space dedicated for storing bulky waste and problem waste for recycling of at least:
 - 1.1.1 2m2 for developments under 100m
 - 1.1.2 4m2 for developments between 100m2 and 2,000m
 - 1.1.3 An additional 4m2 is required for each retail, accommodation or entertainment development over 2,000 m2 and for every 20,000 m2 of office space.

Commercial offices in Appendix A (Guidelines) — <i>expected litres per 100 m² per day</i>: Waste = 15 L/100m²/day, Recycling = 25 L/100m²/day, Food waste = 5 L/100m²/day. Waste/day = (53,787 / 100) × 15 = 8,068.05 L/day. Recycling/day = (53,787 / 100) × 25 = 13,446.75 L/day. Food organics/day = (53,787 / 100) × 5 = 2,689.35 L/day.

General waste (if using 1,100 L bins and 5 collections/week): Per collection : 8,068.05 L = 8 × 1,100 L bins required. Recycling (if using 1,100 L bins and 3 collections/week): Per collection : 22,411.25 L = 21 × 1,100 L bins required. Food organics (if using 1,100 L bins and 5 collections/week): Per collection : 2,689.35 L = 3 × 1,100 L bins required. (8 general + 21 recycling + 3 food) × 2.5 m² ≈ 80 m²

	bulky waste and problem waste	Waste/day(L)	Recycling/day(L)	Food organics/day(L)	BIN FOOTPRINT(m2)	GARBAGE ROOM
EXISTING BUILDING (GFA 45859sqm)						28m²
DCP REQUIREMENT	16					
DIFFERENCE BETWEEN EXISTING AND DCP REQUIREMENT						
PROPOSED BUILDING GFA 7,928sqm (GFA 53787sqm - GFA 45859sqm)	8					
DCP REQUIREMENT	8					
TOTAL REQUIRED DCP	24	8068.05	13446.75	2689.35	80m²	104m²
DIFFERENCE BETWEEN EXISTING AND TOTAL DCP REQUIREMENT						76m²

Reference: 25.296r02v05

11 November 2025

Icon Project Management
Level 10, 350 Kent Street,
Sydney NSW 2000

Attention: Mr Brett James, Director

Re: 580 George Street, Sydney
Loading Dock Capacity Feasibility Study

Dear Brett,

TRAFFIX has been commissioned to undertake a capacity study of the existing loading dock of a building located at 580 George Street, Sydney and the suitability of this loading dock to accommodate deliveries in relation to a new commercial development replacing the existing food court, in addition to the provision of additional floors containing approximately 7,938m² of additional commercial office gross floor area (GFA) which would rely on the existing loading dock for all servicing requirements.

We have undertaken a physical site inspection of the existing loading dock to assess opportunities and constraints in relation to the physical layout of the existing dock and its suitability to adequately accommodate deliveries typical of a retail/commercial based on our experience working other similar developments, including within the City of Sydney Local Government Area.

The below feasibility study is based on our site investigations and our review of the information provided. We have undertaken a review of all information provided in conjunction with our site investigations and now advise as follows:

Existing Loading Dock Specifications

The loading dock is situated with loading dock access via Wilmont Street, a service lane which serves a Wilson Carpark adjacent to the subject site in addition to other buildings with access via Wilmont Lane.

TRAFFIX has undertaken a detailed site inspection of the existing loading dock layout on Tuesday 8th July 2025, and the following advice is provided based on our site inspection and assessment of the provided plans included in **Attachment 1** for reference:

- The loading dock access is controlled with a roller door of width 7.4m and overhead clearance of 4.1m
- The lowest measured clearances to overhead structures within the loading dock are as follows:
 - 3.5m measured to a sprinkler head situated directly above the existing turntable as shown in **Figure 1** below, and;
 - 3.2m measured to a HVAC duct along the northern side of the loading dock as shown in **Figure 2** below.



Figure 1: 3.5m Clearance Measured from Turntable to Overhead Sprinkler as Circled in Red Above

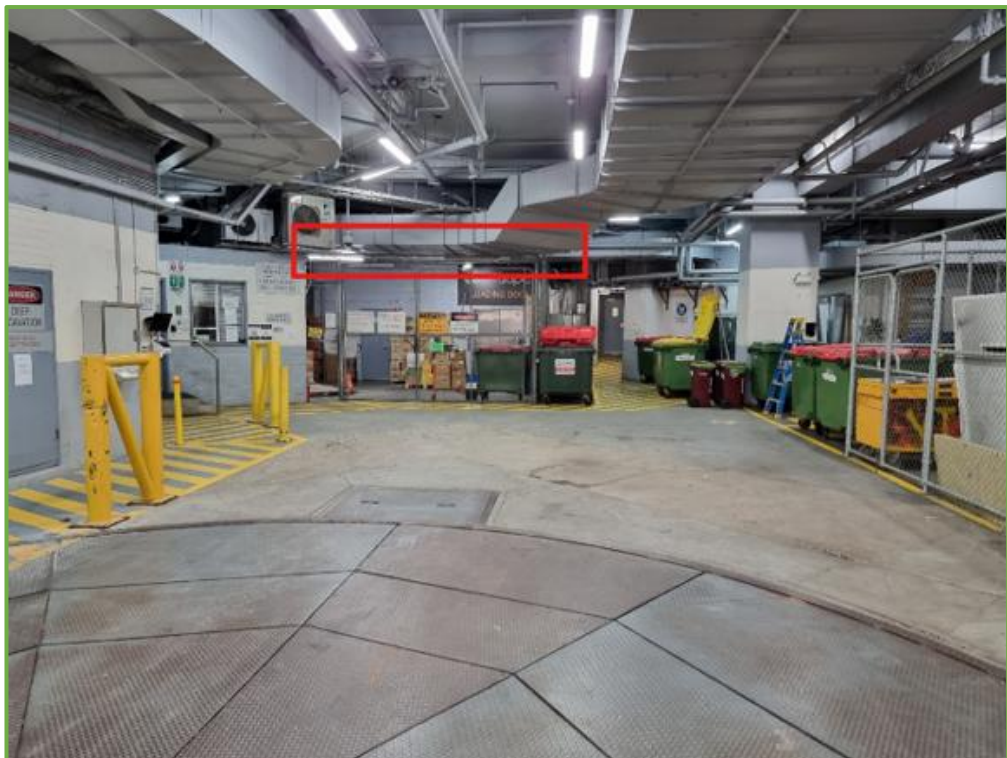


Figure 2: 3.2m Overhead Clearance Measured from Floor to the Underside of Overhead Ducting as Captured by the Red Rectangle Above.

- An 8.0m diameter turntable is situated within the loading dock as shown in **Figure 1** and **Figure 2** above.
- A temporary structure containing an existing security office is located at the southeast corner of the loading dock adjacent to the entrance and as shown in the sketches provided in **Attachment 2 (SK.01)** and **Figure 3** below:



Figure 3: View looking towards the existing security office (not shown on the plans) located in the south-eastern corner of the loading dock

- Two (2) permanent walls have been installed in the northeast corner of the loading dock, not shown on the plans, as marked up in the markup provided in **Attachment 2 (SK.01)**.
- A loading dock platform has been constructed within the southwest corner of the loading dock adjacent to the Goods and Services lift (Lift 15) as shown in **Figure 4** below:



Figure 4: View looking towards the existing loading dock (not shown on plans) located in the southwestern corner of the loading dock.

- Chain-link fencing has been erected within the loading dock to provide storage areas along the northern and eastern sides of the loading dock as shown in **Figure 5** and **Figure 6** below.

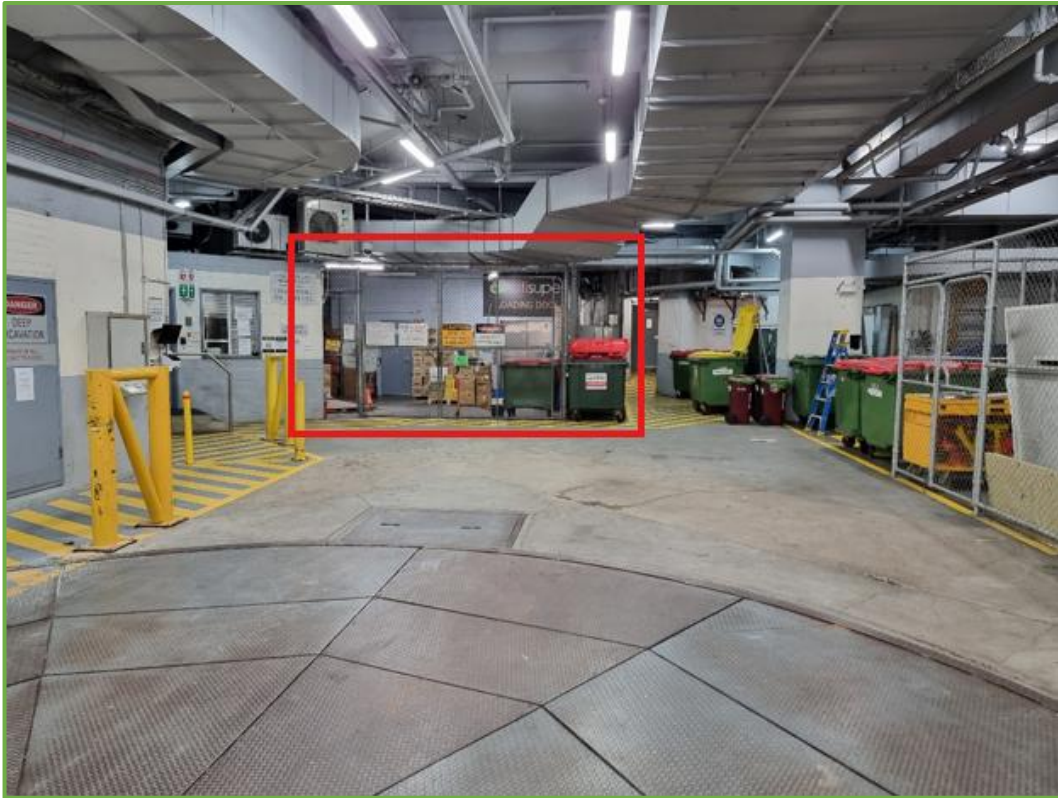


Figure 5: Chain-link fencing along northern side of loading Dock as shown by red rectangle



Figure 6: Chain-link fencing along eastern side of loading dock shown by red rectangle

- Multiple waste bins are currently stored along the northeast section of the loading dock as shown in **Figure 6** above.
- Multiple bollards have been installed within the loading dock alongside a line-marked pedestrian path which runs along the western side of the loading dock, and in front of the temporary security office in the southeastern corner as shown in **Figure 3** and **Figure 5** above.

Loading Dock Configuration - No Changes to Existing Layout

6.4m Small Rigid Vehicles (SRV's) are accommodated onsite with no changes to the existing loading dock layout in accordance with the onsite site inspection undertaken on 8th July 2025. 2 x SRV's with a maximum height of 3.1 metres and a small delivery van could be accommodated within the loading dock a shown in **Figure 7** below. 8.8m Medium Rigid Vehicles (MRV's) cannot be accommodated onsite in this scenario due to the insufficient clearances to the existing security office located adjacent to the turntable.

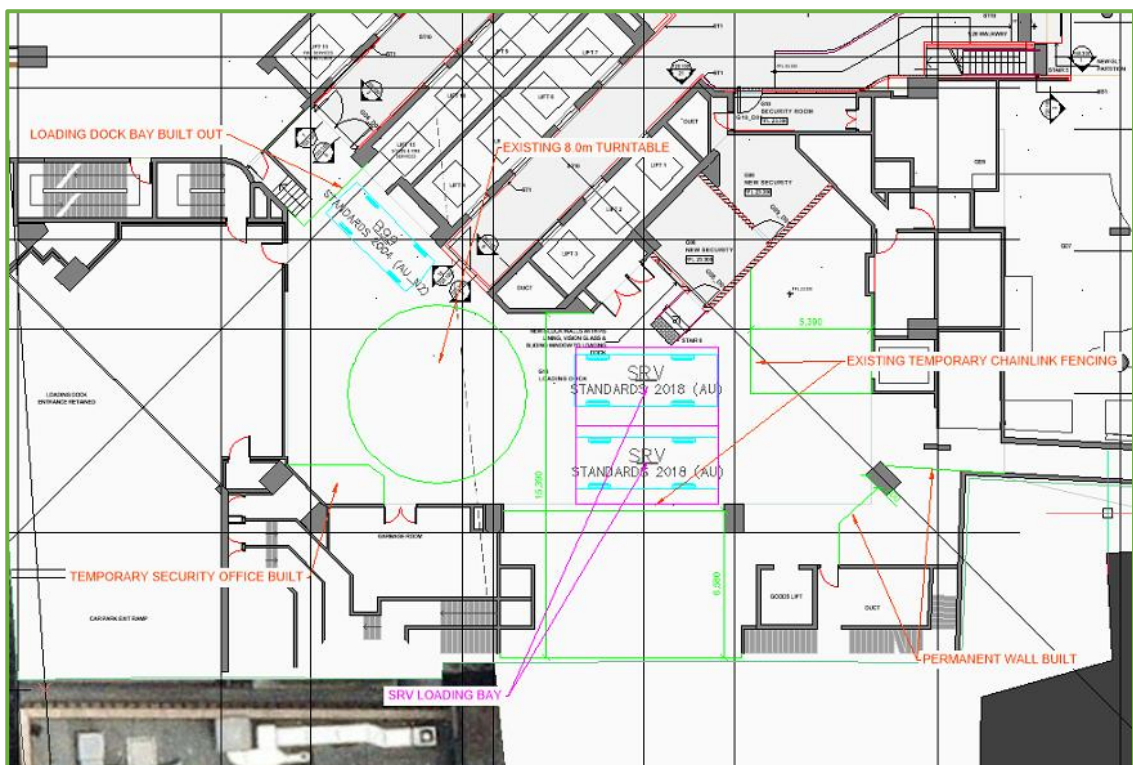


Figure 7: 2 x SRV bays accommodated onsite with no changes to existing arrangement

Reference should be made to the swept path analysis provided in **Attachment 2** showing how access to and from the loading dock and each of the loading dock spaces referred to above is achieved.

Proposed Loading Requirements

TRAFFIX understands the existing ground floor and mezzanine levels are currently occupied by a food court and medical centre. It is understood these levels are to be replaced with retail GFA and will remain essentially unchanged in terms of the quantum of GFA provided so that the servicing requirements will be consistent with the existing/approved arrangements.

It is understood the new upper podium levels will include some 7,938m² of additional commercial GFA. The City of Sydney Development Control Plan (2012) Schedule 7.8.1 provides the following service vehicle requirements for commercial premises:

- (i) 1 space per 3,300sqm GFA, or part thereof, for the first 50,000sqm; plus
- (ii) 1 space per 6,600sqm, or part thereof, for additional floor area over 50,000sqm and under 100,000sqm; plus
- (iii) 1 space per 13,200sq or part thereof, for additional floor area over 100,000sqm.

Based on the above, the proposed development would require the following in strict accordance with Council's DCP:

- Three (+3) additional loading bays.

It is noteworthy that the existing layout provides sufficient space to provide (3) loading bays comprising two (2) SRV bays and one (1) B99 Space which can accommodate delivery vans, small utility vehicles and the like, without any changes to existing temporary structures onsite as shown in Scenario 1 above.

In our experience working on similar commercial/retail developments, commercial developments typically require servicing using smaller delivery vehicles such as couriers, stationary suppliers and the like and preference should be given to designing for small delivery vehicles over larger delivery trucks typically associated with food and beverage suppliers.

Proposed Loading Dock Management and Scheduling

- The maximum sized truck will not exceed the size of an 8.8m MRV
- Since the loading dock height clearance is restricted to 3.2m, the maximum truck height would be restricted to 3.1m.
- The maximum duration of a parked truck will be approximately 20-minutes;

A schedule of likely servicing requirements related to the proposed additional commercial GFA is provided in **Table 1** below:

Table 1: Indicative Schedule of Regular Servicing

Type of Deliveries	No. of Suppliers	No. of Delivery Days per Week	Delivery Times	Duration
<i>Commercial</i>				
General and Office Supplies	6	6	Between 8:00am – 6:00pm (Mon-Sat)	20 mins
<i>Waste</i>				
Cardboard	1	1	Between 6:00am – 10:00am (Mon-Sat)	5 mins
General	1	2		5 mins
Recycling	2	2		10 mins

The proposed commercial office may also generate occasional long-stay service demands from tradespeople. These providers are to arrive only in a light vehicle (e.g., trade Ute or small van) that can be accommodated separately in the basement car park or within the loading dock.

Since the loading dock is also utilised by various other tenancies, a detailed loading dock management plan is expected to be provided to ensure the loading dock can service the entire development without adversely affecting other tenancies, the local road network and infrastructure.

Traffic Impacts

Based on our review of the plans and the indicative delivery schedule provided in **Table 1** above, it is anticipated that impacts to Wilmont Street and the surrounding road network would be minimal and consistent with existing conditions.

TRAFFIX has been advised the proposed development includes a reduction in the overall provision of car parking which will likely result in a reduction in vehicle trips especially considering the Sydney CBD location and having regard for Council's maximum DCP parking rates. Traffic impacts are therefore expected to be negligible with respect to impacts on Wilmont Lane and the wider road network in this regard.

Summary

The loading dock layout scenarios described above in relation to 580 George Street, Sydney should be considered having regard for mixed retail and commercial office servicing requirements and the feasibility of amending the existing dock layout to accommodate additional or larger vehicles, as required.

The existing loading dock can accommodate vehicles up to 6.4m SRV's and B99 vehicles with minor to no amendments to existing structures. 3.1m is the maximum vehicle height able to be accommodated in all scenarios based on an assessment of existing overhead structures within the loading dock.

It is envisaged that a detailed loading dock management plan will be required to manage deliveries based on loading requirements involving the proposed development as well as other existing tenancies within the building in order to minimise impacts.

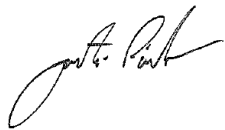
From a high-level review of the proposed development, impacts to Wilmont Street and the surrounding road network will be minimal (if any) and consistent with existing (approved) conditions and is therefore considered supportable in terms of traffic impacts, based on the information provided to date.

In summary, the proposed development is considered supportable in terms of accommodating projected servicing and traffic requirements based on the above high-level assessment and it is envisaged that all future servicing demands could be managed through the implementation of an appropriate loading dock management plan. There is also potential to optimise the loading dock layout having regard for the different scenarios discussed above, as considered appropriate.

We trust the above is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

Traffix



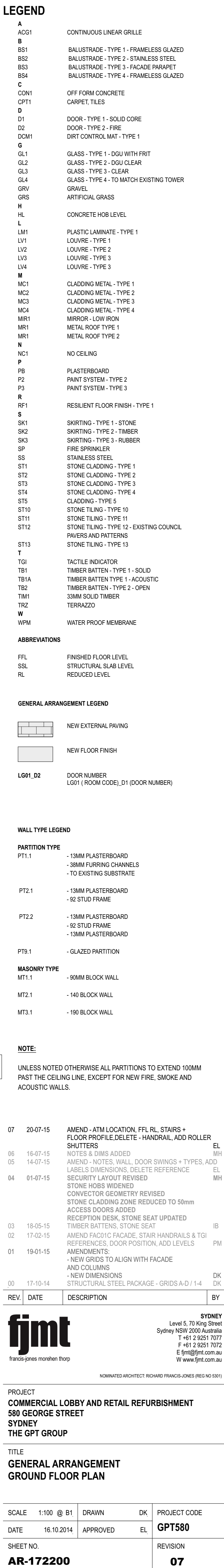
Justin Pindar
Director

Enc:

Attachment 1: Provided Existing Loading Dock Plan
Attachment 2: Swept Path Analysis

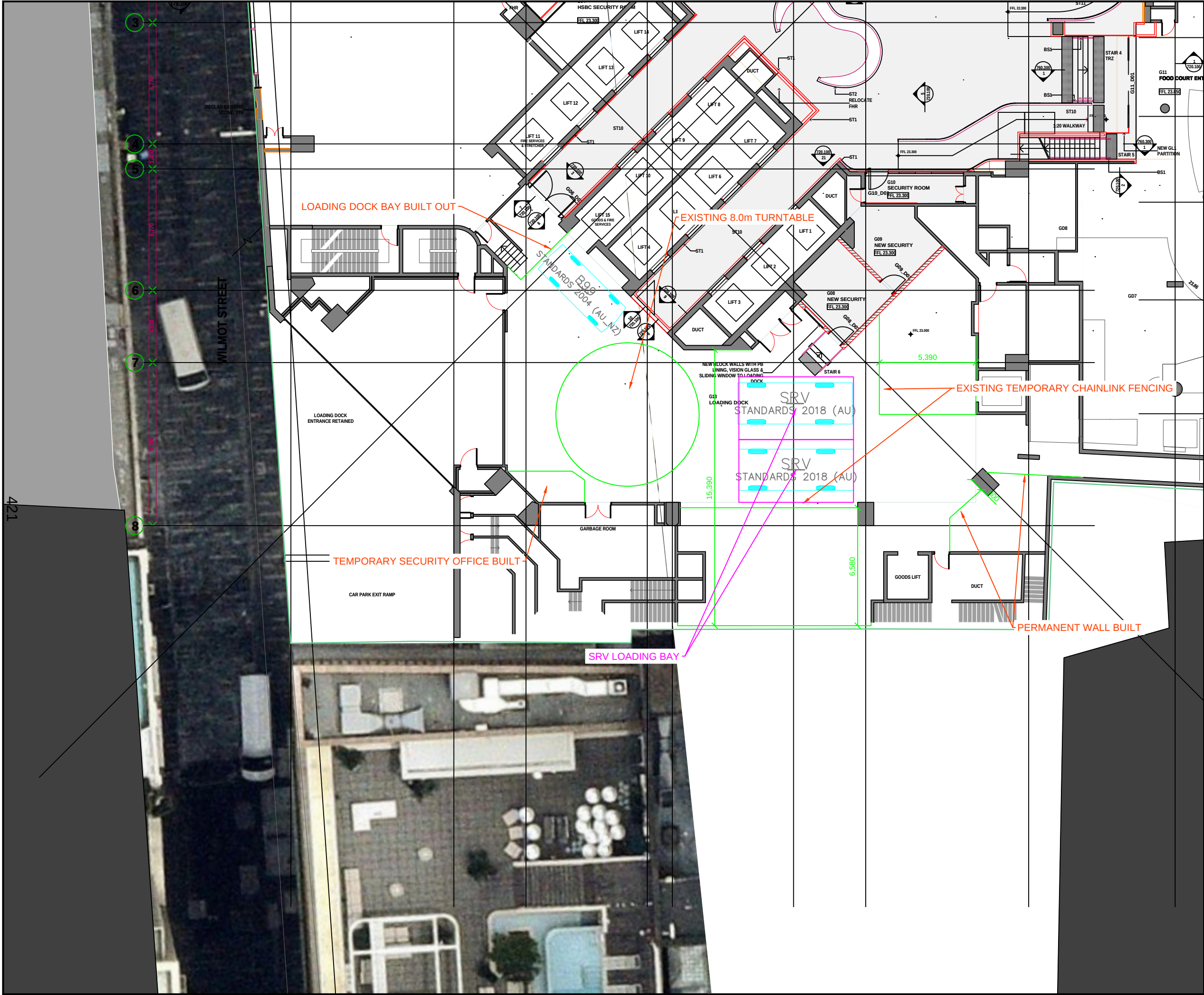
ATTACHMENT 1

Provided Existing Loading Dock Plan



ATTACHMENT 2

Swept Path Analysis



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A	Swept Path Analysis	SH	15-07-25
B	Swept Path Analysis	SH	02-10-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300m m)

Architect

francis-jones morehen thorp

Client

IC ON Project Management

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

580 George Street, Sydney

Drawing Prepared By

TRAFFIX

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Drawing Title

Loading Dock Swept Path

6.4m Small Rigid Vehicle

Scenario 1

SRV Bay 1 Movement

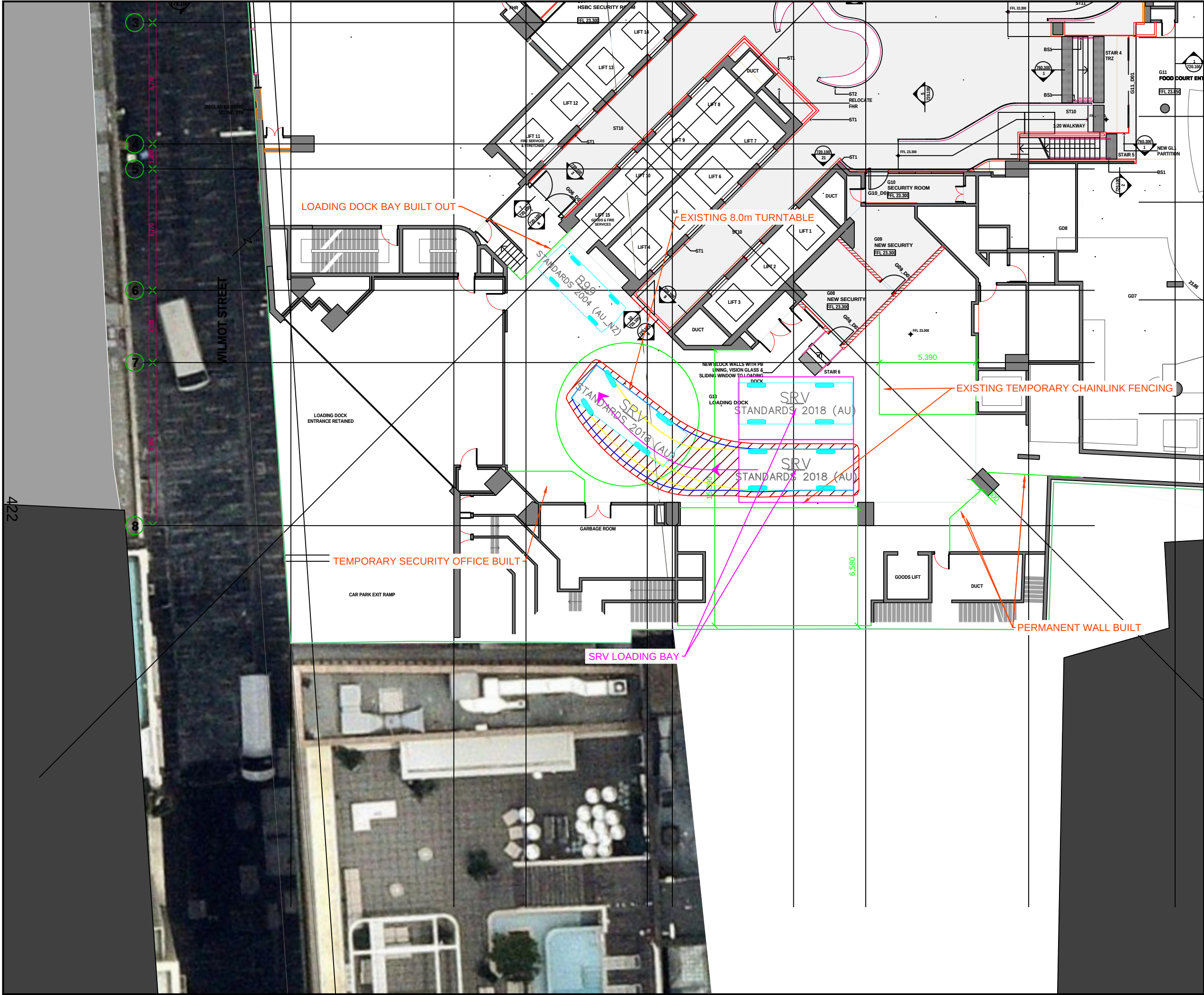
Drawn: SH

Checked: JP

Date: 15-07-25

25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.12	B



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Swept Path Legend

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- Clearance Envelope (300mm)

Architect

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0 2 4 6 8m

1:200 @ A3

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Drawing Title

Loading Dock Swept Path
6.4m Small Rigid Vehicle
Scenario 1
SRV Bay 2 Movement

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25.296d02v01 TRAFFIX [240704 Plans] Design Review (Alternate Arrangement).dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.296	-	TX.13	A