



1-7 Rangers Road & 50 Yeo Street, Neutral Bay

Preliminary Loading Dock Management Plan

Prepared for: **Fabcot Pty Ltd**

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PROJECT INFORMATION

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1 Introduction

1.1 Background

This preliminary Loading Dock and Basement Management Plan (LDMP) supports a State Significant Development Application (SSDA) for the construction of a mixed-use development at 1-7 Rangers Road & 50 Yeo Street, Neutral Bay (the site). This preliminary plan will form the basis of more detailed document will be developed prior to the occupation of the site. The ownership of the plan then reverts to the Building Management Team. At this time more detailed information about management systems, operational arrangements and security will be included. The Building Management Team will consult with the Owners Corporation to align the Plan with the operations of the building.

1.2 Site location

The site (Figure 1) is located at 1-7 Rangers Road and 50 Yeo Street, Neutral Bay and is legally identified as Lots 1, 2 and 3 in DP 1091373. It is situated within the North Sydney Local Government Area (LGA) on a prominent corner within the Military Road Corridor, as defined by North Sydney Council. The surrounding area is characterised by a mix of shop top housing and residential dwellings.

The site has frontage on two primary roadways, being a 75m frontage to Rangers Road, and an 89m secondary frontage to Yeo Street at the rear. The site also has rear access to Military Lane, which acts as a service lane. It currently accommodates a single storey Woolworths supermarket and adjoining bottle shop, a six (6) storey commercial building and basement car parking. The total site area is 4,207m².



Figure 1 Site location and local context

1.3 Report purpose

This preliminary loading dock management plan report has been prepared to summarise the proposed loading dock design and principles around dock management – confirming the suitability of the proposed layout and ability to accommodate likely traffic movements to the on-site service areas.

1.4 Relevant standards and guidelines

The following Australian Standards documents have been considered as part of the design process for the proposal:

- AS2890.1:2004 for car parking areas.
- AS2890.2:2018 for commercial vehicle loading areas.

2 Proposed Loading Arrangements

2.1 Loading area design

The scheme includes an on-site loading dock which can accommodate the following vehicles at the same time, those being:

- One Heavy Rigid Vehicle (HRVs), 12.5m in length
- One Medium Rigid Vehicle (MRV), 8.8m in length

This loading provision is considered suitable to accommodate the needs of the site based on the development yields associated with the scheme. The loading dock is located on the ground floor at the western end of the site accessed via Military Lane. HRVs would utilise an on-site turntable so as to enter and exit the site in a forwards direction – an improvement from current conditions where all trucks using the current loading dock must first reverse in. Smaller MRVs would reverse into the allocated spaces which is consistent with current arrangements for the Woolworths supermarket on the site.

The loading dock has been designed in accordance with the requirements outlined in the relevant Australian Standard (AS2890.2, 2018). Swept paths demonstrating vehicles can adequately enter and exit the loading dock are provided in Figure 2. In addition to the truck loading dock, an additional space is allocated for the purpose of smaller deliveries, courier vehicles and long stay vehicles (e.g. tradies) within the basement car park. These spaces can be used by tradespeople, contractors and for deliveries to smaller tenancies

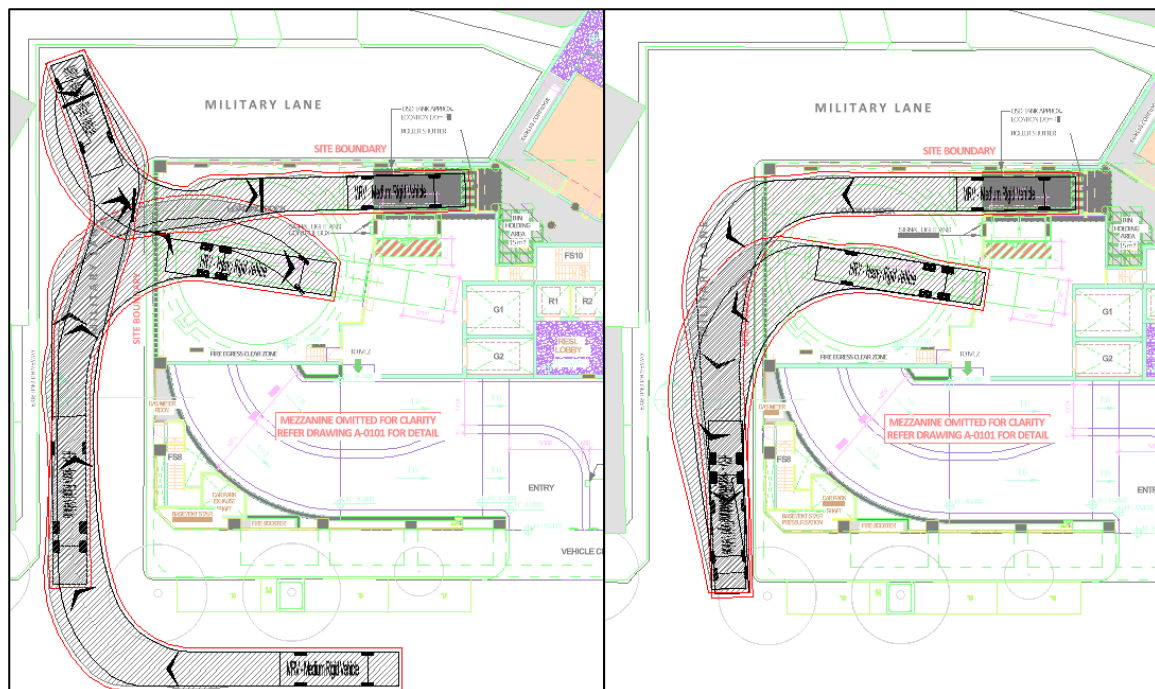




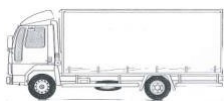



Figure 2 Swept path analysis – loading dock

2.2 Vehicle types

An overview of vehicle types expected to service the site is shown in Table 1. The largest vehicle expected to service the building is a 12.5m long Heavy Rigid Vehicle (HRV). Typical dwell (turnaround) times for these vehicle types within the loading areas are also indicated in this table.

Table 1 Vehicle types and typical dwell times

Vehicle Type	Vehicle	Characteristics	Turnaround Time (minutes)
Bicycle		Bicycle couriers	5-10
Motorcycle		Motorcycle couriers.	5-10
Service vehicle typically a Van or Car (B99 vehicle)		Typically, 5.2m length, load capacity does not exceed SRV.	10-15
Small Rigid Vehicle (SRV)		Typically, 6.4m length, 2.33m width, 4-tonne load capacity, single rear axle and either single or dual tyres.	10 – 15
Medium Rigid Vehicle (MRV)		Typically, 8.8m length, 2.5m width, 8-tonne load capacity, single rear axle and dual tyres.	10 – 30
Heavy Rigid Vehicle (HRV)		Typically, 12.5m length, 2.5m width, 25-tonne load capacity, double rear axle and dual tyres.	30 – 60

2.3 Delivery types

The loading areas are estimated to be receive the following services, but not limited to:

- Grocery deliveries (regularly);
- Goods deliveries for retail (weekly);
- Furniture delivery (prior to opening and approximately once per week after opening);
- Waste and recycling collection (two times per week for residential uses, three times per week for retail/commercial uses);
- Cleaning and maintenance service (regularly); and
- Building maintenance service (occasionally).

2.4 Vehicle clearance heights

The following vehicle clearance heights will be provided to accommodate the safe movement of vehicles:

- 4.5m clearance height in the main loading dock accessed via Military Lane to accommodate large delivery vehicles used for residential move ins / outs, waste collection as well as deliveries to the supermarket.
- 2.2m clearance height within the remainder of the basement, as per the requirements of AS2890.1. This will be sufficient for use by vans and utes, equivalent to the 'B99 vehicle' as defined in AS2890.1. These vans and utes will access the site to undertake general maintenance and/or undertake smaller deliveries to the various site users.

3 Loading Dock Operations

3.1 Hours of operation

It is expected that the loading dock will be available for up to 16 hours per day, seven days per week between 6am and 10pm. Subject to prior discussions and approval from the building manager, the loading dock may also be available for exceptional out-of-hours deliveries.

3.2 Management of vehicles on Military Lane

The loading dock configuration offers a significant improvement when compared to current conditions in that large supermarket delivery trucks have the ability to enter and exit the site in a forwards direction from Military Lane via a turntable. Smaller MRVs would reverse into the loading dock as per current conditions, with the following management measures in place to mitigate any safety risks:

- Loading dock manager to be present during the operating hours of the loading dock to manage the movement of vehicles into the MRV loading bay. Should any pedestrians be walking along Military Lane the driver of the truck will be advised to wait and let these pedestrians pass prior to entering the dock.
- All trucks to use reversing beepers when entering the site and accessing the MRV loading bay
- Signage to be installed advising drivers to be aware of pedestrians walking along Military Lane.
- Signage such as “No Pedestrian Access” will be placed in a visible location at the entrance of the loading dock, along with ground marking stating “No Pedestrian Entry, Loading Dock”, ensuring that pedestrians do not enter the area.
- All drivers to be informed of the loading dock arrangements, including necessary safety procedures, prior to arriving to the site via the online booking system to be in place.
- Informal speed limit of 10km/hr to be in place in the loading dock, to clearly notify drivers of the speed within the area.

3.3 Booking system and driver communications

A loading dock booking system will be employed to control access to dock and spread the demand profile over the day. Deliveries will be required to be pre-booked to an allocated time slot of 30 minutes maximum dwell time.

Drivers will be required to phone the building manager in advance of their arrival to the site so that the building manager will be present to operate the turntable as soon as the truck arrives.

Trucks intending to use the docks will not be permitted to come to site without making a booking beforehand. The major benefit of the implementation of such a system is the ability to moderate demand throughout the day. The allocation of deliveries to timeslots (with strict length of stay limits) reduces the risk the loading dock reaching capacity and manages traffic flow into the site during peaks. The booking system also largely mitigates the risk of vehicle queues forming to enter the site and improving the flow of traffic on adjacent streets.

If a supplier arrives without a valid booking or outside of their booked time, the loading dock manager may decline their entry to the dock and request that they book an alternate time.

3.4 Workplace health and safety

Safety requirements for the loading docks include the following:

- In the event of an incident occurring in the loading dock, the Building Manager is to be notified immediately
- In the event of an emergency, the Building Manager will work with the tenant to ensure that an adequate response occurs
- All persons must wear high-visibility vests/clothing and enclosed footwear (no thongs, sandals or open-toed shoes)
- No person is to work while under the influence of drugs or alcohol
- No unauthorised riding of bicycles or skateboards on the loading dock
- If gas bottles are unloaded, they are to be labelled with a company name and stored correctly
- All drivers must drive at a speed no greater than 10km per hour.

3.5 Turntable redundancy

In the event that the turntable malfunctions there are the following typical safeguards that would be built in:

- Main and “battery backup” power supply
- Principal and “backup rotation motors
- Dual system for manual usage when there is a failure - the affected drive can be disengaged allowing the turntable to continue operation without loss of productivity.

Fabcot commit to implementing these safeguards as part of the development to ensure that vehicles can always enter and exit the site in a forwards direction.

3.6 Information to residents and building tenants

An information pack will be provided to all new residents and building tenants containing this Loading Dock Management Plan and other specific information. The Loading Dock Management Plan will be distributed to all tenants of the building annually and with any change of tenancy (both retail and commercial).

3.7 Management and monitoring

A maintenance check of the traffic management system on-site is to be scheduled yearly and will include a review of:

- the on-site turntable
- signage for placement and wear
- wear and visibility of ground line marking.

In the event that the system is not working, the building management is to be informed and emergency traffic management measures are to take place.

The contact details of building management is to be sign posted at all entrances and within the loading dock.

3.8 Preliminary delivery schedule

For the purpose of this plan, based on experience from similar developments and the expected demand as detailed above, a potential daily profile for the use of the vehicle loading bays within the site has been developed and is presented in the table on the following page. This profile is indicative only, will vary from week to week and will be dependent on the requirements of the various residents and tenants occupying the site. It considers a worse case scenario where one of the loading bays is reserved from 6am - 6pm for the purpose of residential waste collection.

Table 2 Potential indicative daily use of service vehicle bays

From	To	Loading Dock Bay	
		MRV Space	HRV Space
6:00	6:30	Supermarket / Speciality	Supermarket Delivery
6:30	7:00		
7:00	7:30	Medical Centre	
7:30	8:00	Residential Delivery	Residential waste collection
8:00	8:30	Medical Centre	
8:30	9:00		
9:00	9:30	Residential Delivery	Speciality
9:30	10:00		Delivery
10:00	10:30		Speciality
10:30	11:00	Speciality	
11:00	11:30	Residential Delivery	Speciality
11:30	12:00		Delivery
12:00	12:30	Speciality	Supermarket delivery
12:30	13:00	Residential Delivery	
13:00	13:30		
13:30	14:00	Specialty	
14:00	14:30		Speciality
14:30	15:00	Medical Centre	
15:00	15:30		Supermarket delivery
15:30	16:00	Residential Delivery	
16:00	16:30		
16:30	17:00	Residential Delivery	Supermarket delivery
17:00	17:30	Retail / waste recycling	
17:30	18:00		
18:00	18:30	2 hour furniture delivery	
18:30	18:30		Supermarket delivery
19:00	19:30		
19:30	20:00		
20:00	20:30		
20:30	21:00		
21:00	21:30		Supermarket delivery
21:30	22:00		

4 Summary

This preliminary loading dock management plan report has been prepared by JMT Consulting to support a State Significant Development Application for the site at 1-7 Rangers Road & 50 Yeo Street, Neutral Bay.

The report summarises the proposed loading dock design and principles around dock management – confirming the suitability of the proposed layout and ability to accommodate likely traffic movements to the on-site service areas.

The preliminary loading dock management plan has demonstrated that the loading dock has been designed in order to accommodate expected service vehicle movements to the site. The dock will be managed (employing a pre-booking system) to provide efficient operations and minimise the impacts on the surrounding transport network.

A more detailed Loading Dock Management Plan will be prepared prior to the occupation of the site.