



**129-153 Parramatta Road and 53-75  
Queens Road, Five Dock**

**Preliminary Loading Dock Management  
Plan**

Prepared for:

**Deicorp Projects (Five Dock) Pty Ltd**

3 October 2024

## PROJECT INFORMATION

|                        |                                                          |
|------------------------|----------------------------------------------------------|
| <b>Project Name:</b>   | 129-153 Parramatta Road and 53-75 Queens Road, Five Dock |
| <b>Client:</b>         | Deicorp Projects (Five Dock) Pty Ltd                     |
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| <b>Prepared By:</b>    | JMT Consulting                                           |

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# 1 Introduction

## 1.1 Background

JMT Consulting has prepared this loading dock management plan on behalf of Deicorp Projects (Five Dock) Pty Ltd to support a State Significant Development Application for the construction and operation of proposed mixed-use development at 129-153 Parramatta Road and 53-75 Queens Road, Five Dock ('the site') - reference SSD-73228210.

## 1.2 Site location

The subject site is located within the Canda Bay Local Government Area (LGA) and is located at 129-153 Parramatta Road and 53-75 Queens Road, Five Dock (see Figure 1). It has a total area of approximately 31,300sqm and is situated in the 'Kings Bay' Precinct – a strategic location in Sydney's inner west, close to major transport networks. The site is currently occupied by commercial and warehouse facilities, including several one and two storey industrial and warehouse style buildings, used for indoor recreation facilities, vehicle sales and repairs, and a recycling centre, which reflects the previous Industrial land zoning applying to the site.



Figure 1 Site location

### 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.

In addition the relevant Transport for NSW document considered includes the 'Last Mile Freight Toolkit: A guide to planning the urban freight task'

## 2 Loading Dock Access and Design

### 2.1 Vehicle site access arrangements

The project will provide two separate loading areas for the northern and southern precincts as indicated in Figure 2. Access to these loading areas will be via Spencer Street, with no vehicle access via Parramatta Road, William Street or Queens Road. A 5% gradient for the first 6m of the driveway is provided in accordance with the requirements of AS2890.1:2004 and AS2890.2:2018 so that vehicles have suitable lines of sight to oncoming pedestrians on Alexander Street.

Separate access to basement car parking for trades vehicles, utes or other small delivery vehicles will be possible by a further two driveways located on Spencer Street.



Figure 2 Proposed vehicle site access

## 2.2 Vehicle clearance heights

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

- 4.5m clearance height along the entry ramps through to the loading docks to accommodate waste collection vehicles and large delivery vehicles used for residential move ins / outs.
- 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.

## 2.3 Loading provision

Two separate loading docks will be provided to accommodate the various servicing requirements of the uses within the precinct.

| Vehicle type                    | Number of spaces provided |                       |       |
|---------------------------------|---------------------------|-----------------------|-------|
|                                 | Northern loading dock     | Southern loading dock | Total |
| 12.5m Heavy Rigid Vehicle (HRV) | 1                         | 3                     | 4     |
| 8.8m Medium Rigid Vehicle (MRV) | 1                         | 2                     | 3     |
| 6.4m Small Rigid Vehicle (SRV)  | 1                         | 2                     | 3     |
| Van / Courier Parking           | 5*                        | 5*                    | 10    |

\* Spaces provided in the basement of the building

In addition to the truck loading docks, a further 10 car parking spaces (all minimum 2.6m wide) are allocated for the purpose of smaller deliveries, courier vehicles and long stay vehicles (e.g. tradies) within the basement car park. The intention of these spaces is for them to be utilised service vehicles classed as 'small vehicles' – i.e. B99, vans, utes. All of these vehicle types have a headheight of 2.2m or below and is consistent with the guidance provided in the TfNSW Last Mile Toolkit. The spaces will be used by tradespeople, contractors and for deliveries to smaller tenancies – all managed via an online booking system. There is no need to locate these spaces in the main loading dock area given the type of vehicles anticipated. The online booking system in place will inform drivers of how to access the service vehicle parking areas including suitable paths of travel and access points.

## 2.4 Loading and servicing demands

The estimated daily delivery and servicing trips to the site were calculated using a benchmarking approach based on survey information from similar mixed-use developments. The generation tool applies a delivery and servicing vehicle trip rate for each of the proposed site uses to the relevant gross floor area (GFA) for that area use. This approach is now commonly adopted as the most suitable method of determining daily servicing trips and in turn number of service vehicle bays required.

The trip rates, which are generally expressed as vehicles per 100m<sup>2</sup> GFA per day, have been derived from survey data from office, retail, residential and other facilities. The following assumptions have been used to determine the daily number of delivery trips:

- 0.24 vehicles/100m<sup>2</sup>/day for commercial deliveries
- 0.53 vehicles/100m<sup>2</sup>/day for Retail/Supermarket deliveries
- 2.20 vehicles/100m<sup>2</sup>/day for Restaurant/Café deliveries
- 0.14 vehicles/residential apartment/day for residential deliveries

The number of daily deliveries to the site, based on the proposed uses, have been calculated and are shown in Table 1 below.

Table 1 Forecast daily servicing demand

| Use               | GFA (m <sup>2</sup> ) / Number of Units | Daily Servicing Vehicles |
|-------------------|-----------------------------------------|--------------------------|
| Commercial        | 884                                     | 2                        |
| General Retail    | 11,949                                  | 63                       |
| F&B               | 1,866                                   | 41                       |
| Residential units | 1,185                                   | 166                      |
| <b>Total</b>      |                                         | <b>272</b>               |

The loading dock will be managed so that vehicle arrivals are evenly distributed throughout the day, with an expected length of stay of 30 minutes per vehicle on average. The exception to this is the parking bays allocated to trades vehicles which will have a typical length of stay of two hours. Based on the loading dock operating over a 12 hour period, each truck / courier parking space could accommodate 24 different vehicles over a given day. Each trades vehicle parking space could accommodate 6 different vehicles a day based on the average two hour length of stay. This yields the following requirements in terms of parking bays based on the expected vehicle demands.

Table 2 Forecast loading requirements by vehicle type

| Vehicle size                                | Vehicles per day | Loading requirement | Spaces Provided |
|---------------------------------------------|------------------|---------------------|-----------------|
| Truck (HRV / MRV / SRV)                     | 163              | 7                   | 10              |
| Light vehicle (general deliveries / trades) | 109              | 5                   | 10              |
| <b>Total</b>                                | <b>272</b>       | <b>12</b>           | <b>20</b>       |

As evident in Table 2 the parking provision for service vehicles allocated in the submitted plans will be sufficient to accommodate the expected loading and servicing demands of the various uses within the site.

## 2.5 Internal vehicle circulation

The design makes provision to allow all vehicles to enter and exit the site in a forwards direction, which is a core requirement for City of Canada Bay Council. The waste collection area is located in close proximity to the loading dock. The loading dock has minimum head height clearance of 4.5m which is suitable to accommodate the largest vehicle expected to enter the loading dock being the Council waste collection vehicle.

Vehicle swept paths for both the northern and southern loading dock is presented in Figure 3 and Figure 4 respectively.

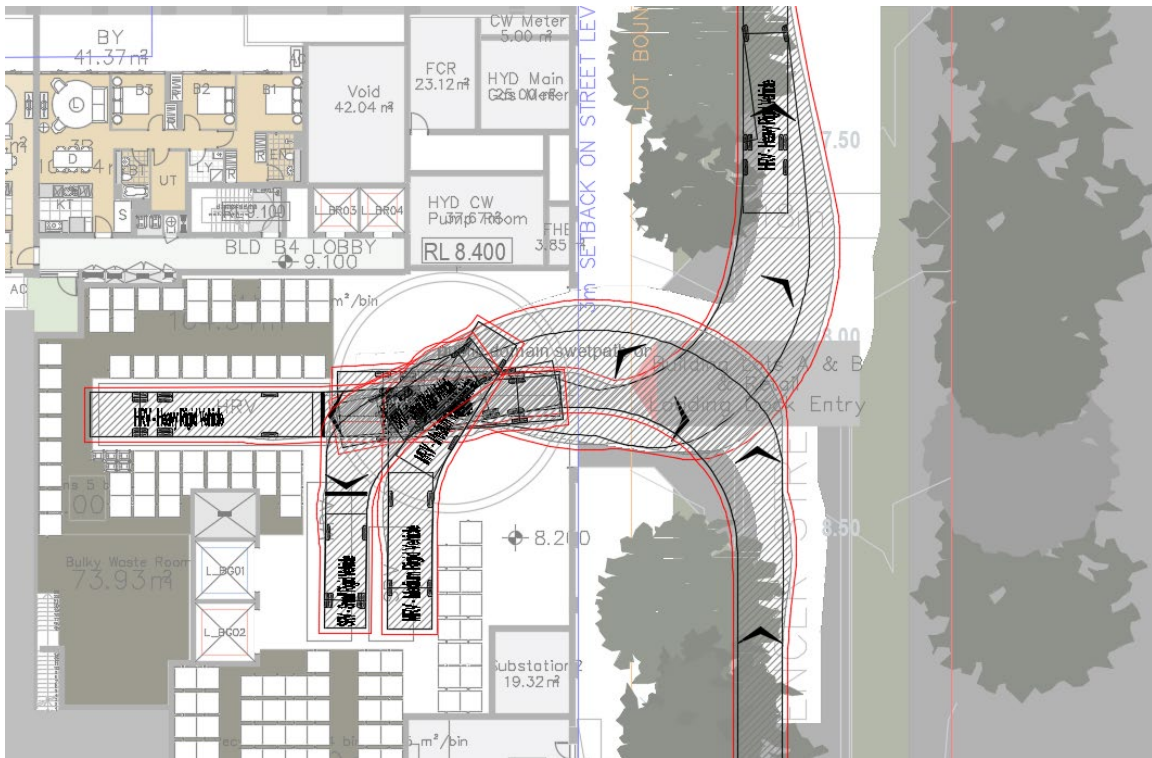
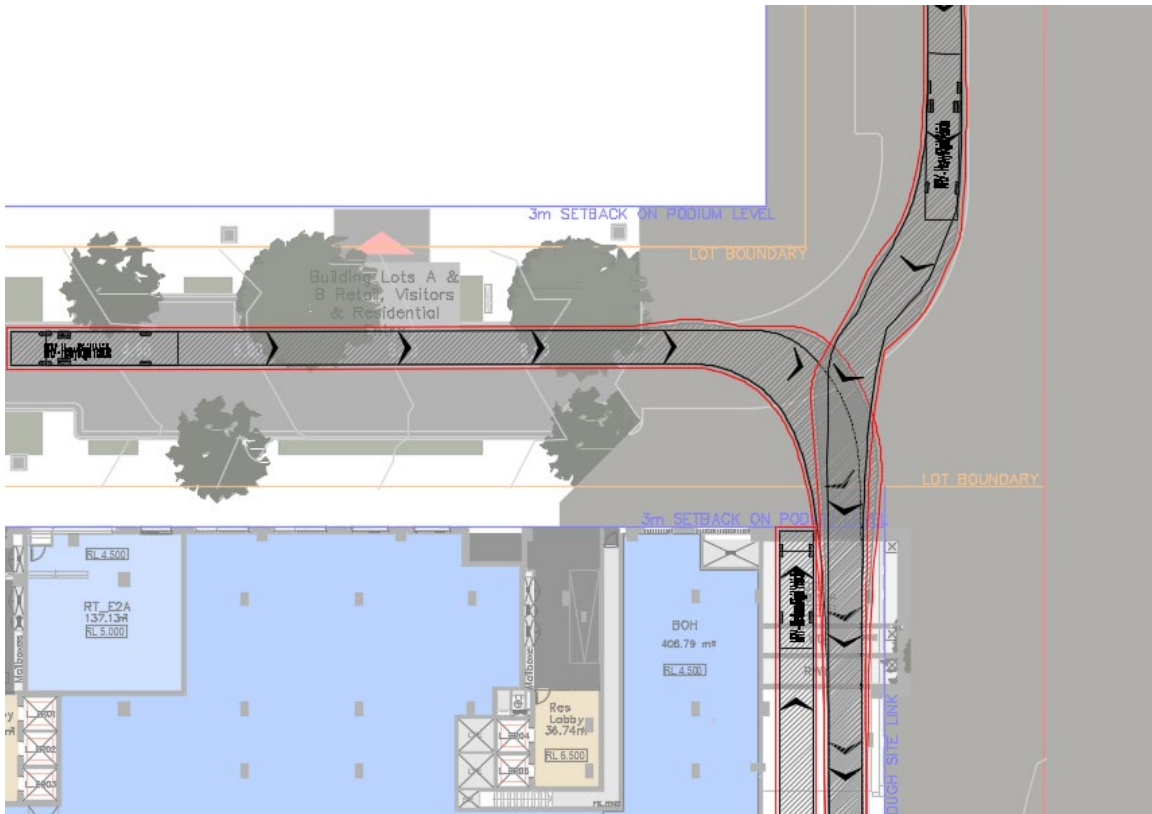


Figure 3 Vehicle swept paths – northern loading dock





## 3 Loading Dock Operations

### 3.1 Delivery types




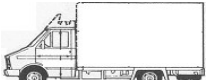

The loading dock is estimated to be receive the following services via those bays, but not limited to:

- 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);
- Building maintenance service (occasionally); and

### 3.2 Vehicle types

An overview of vehicle types expected to service the building is shown in Table 3. The largest vehicle expected to service the building is an 8.8m long Medium Rigid Vehicle (MRV). Typical dwell (turnaround) times for these vehicle types within the loading dock are also indicated in this table.

Table 3 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) & Heavy Rigid Vehicle (HRV) |  | Typically, 8.8m to 12.5m in length, 2.5m width, 8-tonne load capacity, single rear axle and dual tyres.       | 15-30                     |

### 3.3 Hours of operation

It is expected that the loading dock will be available for up to 14 hours per day, seven days per week between 6am and 8pm. Subject to prior discussions and approval from the building manager, the loading dock may also be available for exceptional out-of-hours deliveries.

To reduce traffic impacts with the adjacent Rosebank College loading dock activity will be limited during school drop off / pick up periods (typically 8am-9am and 2.30pm-3.30pm) to essential deliveries only. This will be managed through the online booking system to be implemented for the site.

### 3.4 Operations management

When in operation the loading dock will have a building manager on-site to coordinate the safe movement of goods, vehicles and personnel within the loading dock area. The building manager will ensure the loading dock (including designated safe walking routes) are kept clear of goods at all times and ensure delivery vehicles strictly adhere to their allotted booking slot. Any vehicles overstaying their booking will be moved on to ensure later bookings are not affected.

Additional 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.

The loading dock rules will be sign posted at the entrance of the loading dock to clearly explain the requirements within this zone.

An informal speed limit of 10km/hr will be put in place on the ramp prior to the loading dock, to clearly notify drivers of the speed within the area.

Drivers will be made aware to enter and leave the loading dock with caution to ensure the safety of other users. Additional warning signage should be installed near the proposed loading dock to warn motorists of reversing trucks to minimise any perceived safety issues in the vicinity of the loading dock.

### 3.5 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.

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 building manager may decline their entry to the dock and request that they book an alternate time.

### 3.6 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.

### 3.7 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.

Deicorp 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.

### 3.8 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).

### 3.9 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.

## 4 Summary

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This loading dock management plan report has been prepared by JMT Consulting on behalf of Deicorp Projects (Five Dock) Pty Ltd to support a State Significant Development Application (SSDA 73228210) for the construction and operation of proposed mixed-use development at 129-153 Parramatta Road and 53-75 Queens Road, Five Dock.

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 loading dock management plan has demonstrated that the various loading docks have been designed in order to accommodate expected service vehicle movements to the site without relying on any on-street loading areas. The docks will be managed (employing a pre-booking system) to provide efficient operations and minimise the impacts on the surrounding transport network.