The University of Sydney

Chau Chak Wing Museum

Loading Dock Management Plan

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1 Introduction

The Chau Chak Wing Museum is located to the northeast of the University's grounds adjacent to the Parramatta Rd entrance at University Avenue as shown in Figure 1. A loading dock is provided at basement level with an access ramp from University Avenue. This Loading Dock Management Plan describes the proposed operating parameters for use of the loading dock for the museum.

Parramatta Rd runs in an approximate east to west alignment and borders the site to the north. University Place that runs in a north south direction is located to the west, beyond which is the University's main Quadrangle Building. University Avenue borders the site to the south, with Victoria Park located beyond the University grounds to the east.

Figure 1: Site location

2 The Project

The Project involves the co-location and consolidation of the Macleay Museum, Nicholson Museum and University Art Gallery as well as collections from a number of currently fragmented locations into a new single museum building to be known as the Chau Chak Wing Museum. Currently, the University's museums, galleries and collections are significantly fragmented and located in numerous buildings.

At the heart of the project is the University vision to:

- Upgrade the quality of Museum and Gallery facilities to promote object based learning and research.
- Create teaching and research space that can be shared across all faculties.
- Consolidate collections to promote education, research and conservation.
- Recognise and celebrate Aboriginal significance.
- Develop a healthy and sustainable Campus environment.
- Ensure equitable access to and through Campus.
- Respect the heritage "Sandstone University" significance.

The proposal comprises the construction of the new Chau Chak Wing Museum in the north eastern sector of the Camperdown campus. The proposed museum will comprise a new five level building (maximum of three storeys above ground) with central void and will include:

- Entry foyer and museum shop
- Gallery space
- CERC (Collections Education Research & Conservation Facility) space
- Collection storage and workshop areas
- Staff offices, facilities and boardroom
- Study rooms and schools education area
- A 130 seat Auditorium
- Café and terrace facilities
- Loading dock
- Plant rooms

3 Proposed Development Vehicle Access

3.1 Vehicle access arrangements

The vehicle movements for drop-off /pick-up by bus and car and for access to the loading dock are shown in Figure 2. All vehicles enter via University Avenue from Parramatta Road where traffic signal control facilitates entry and exit. Buses and cars dropping off or picking up passengers will traverse University Avenue to arrive at the entry plaza on University Place. Trucks and vans will turn right into a ramp to access the loading dock.

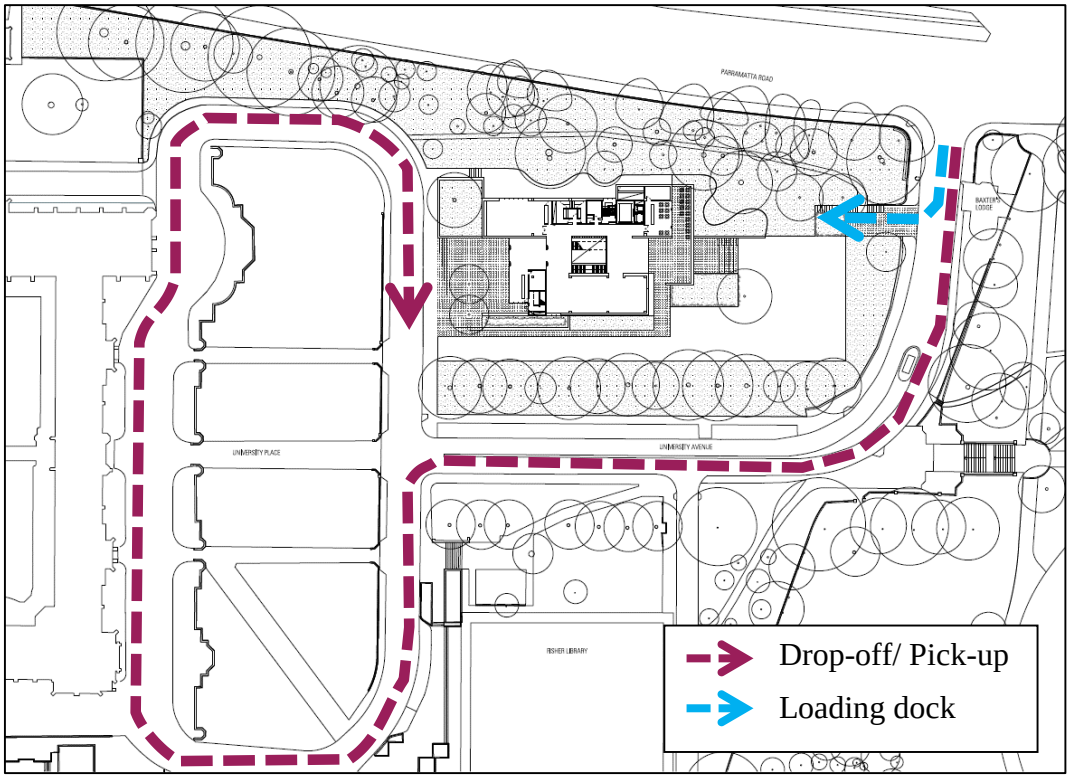

Figure 2: Vehicle access arrangements

The loading dock entry has been positioned to take advantage of the grades allowing a graded access roadway to a basement level. It is located 25 m from the Parramatta Road entry which provides room for three vehicles to queue on exit before blocking the ramp access. It is proposed that a keep clear marking be located on University Avenue to enable vehicles to enter the loading dock ramp as shown in Figure 3. Signage will also be installed to notify drivers not to store across the driveway.

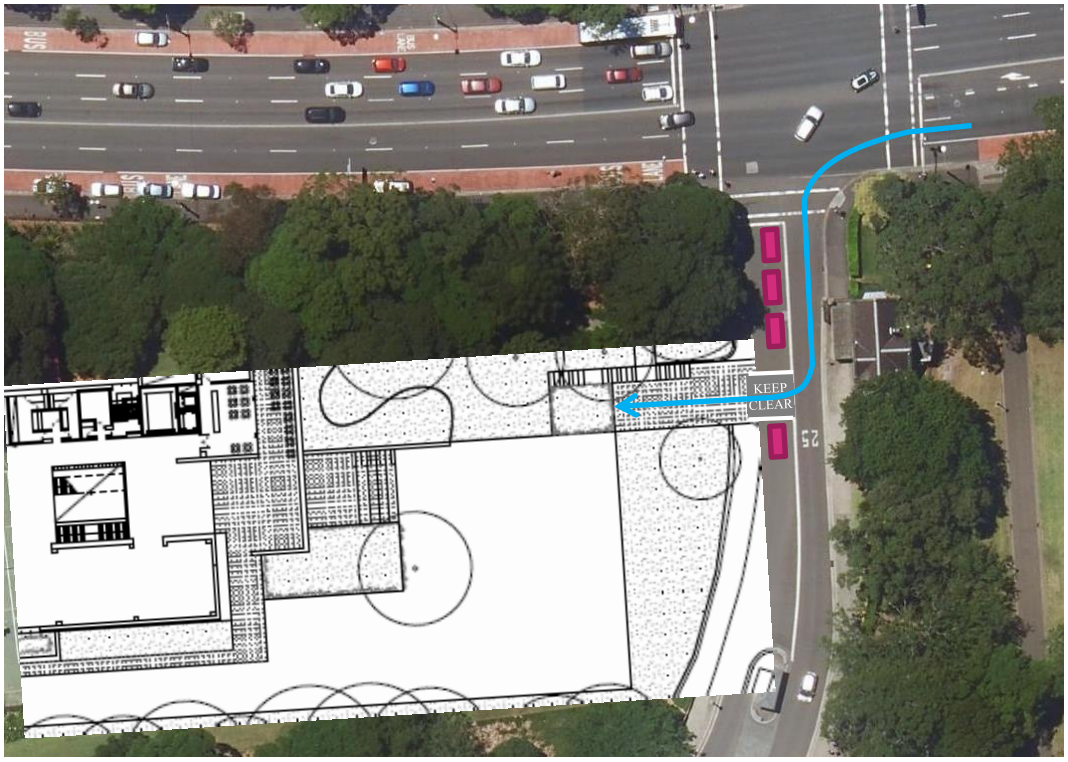

Figure 3: Vehicle access to loading dock ramp

3.2 Loading Dock

3.2.1 Standard Deliveries

A typical delivery vehicle / garbage collection vehicle (medium rigid vehicle) is shown manoeuvring into the proposed loading bay in Figure 4.

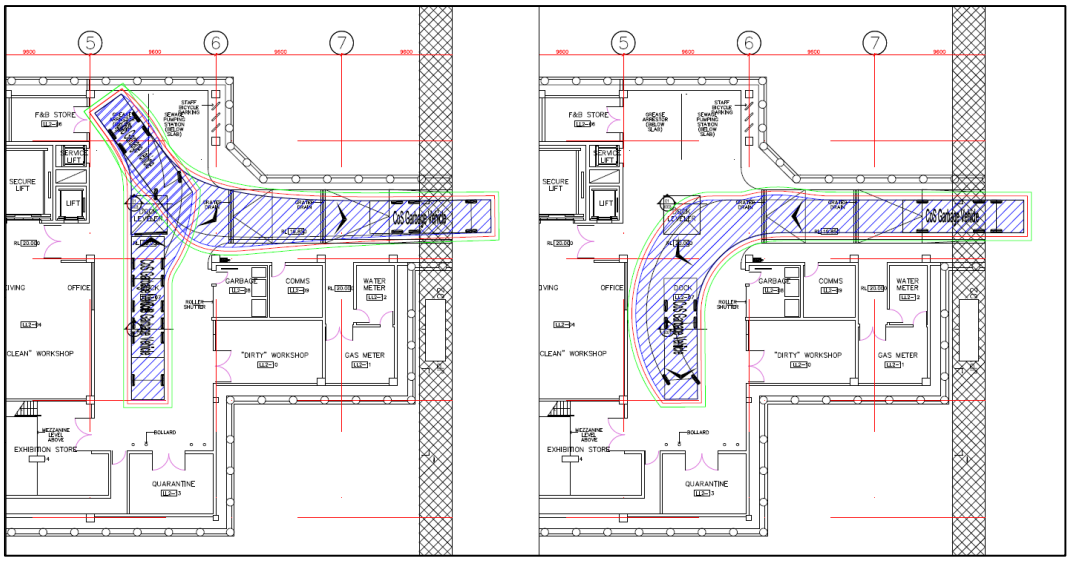

Figure 4: Loading bay in the basement showing garbage/delivery vehicle entry and exit

3.2.2 Exhibition Deliveries

The loading bay has also been designed for larger vehicles for large museum exhibitions. These deliveries are expected to occur infrequently and require the truck to reverse down the ramp from University Avenue as shown in Figure 5. This operation will be undertaken under traffic control on University Avenue, with only minor delay to traffic expected.

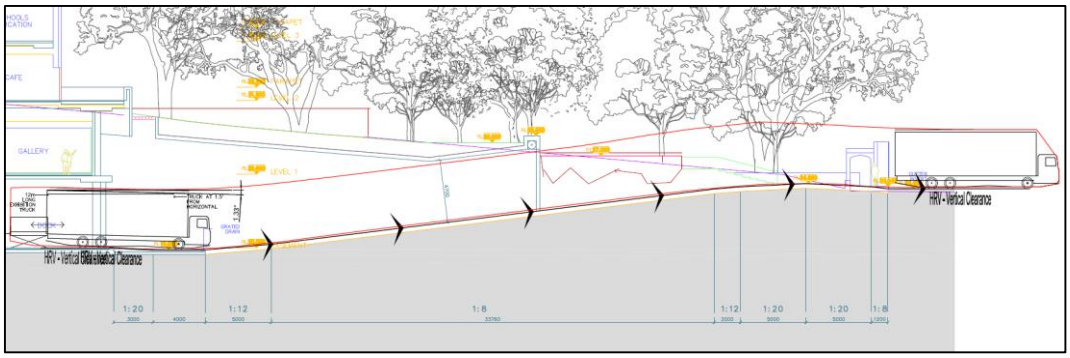

Figure 5: Larger exhibition truck deliveries

At the loading dock location a dock leveller is located to assist with truck unloading as shown in Figure 6.

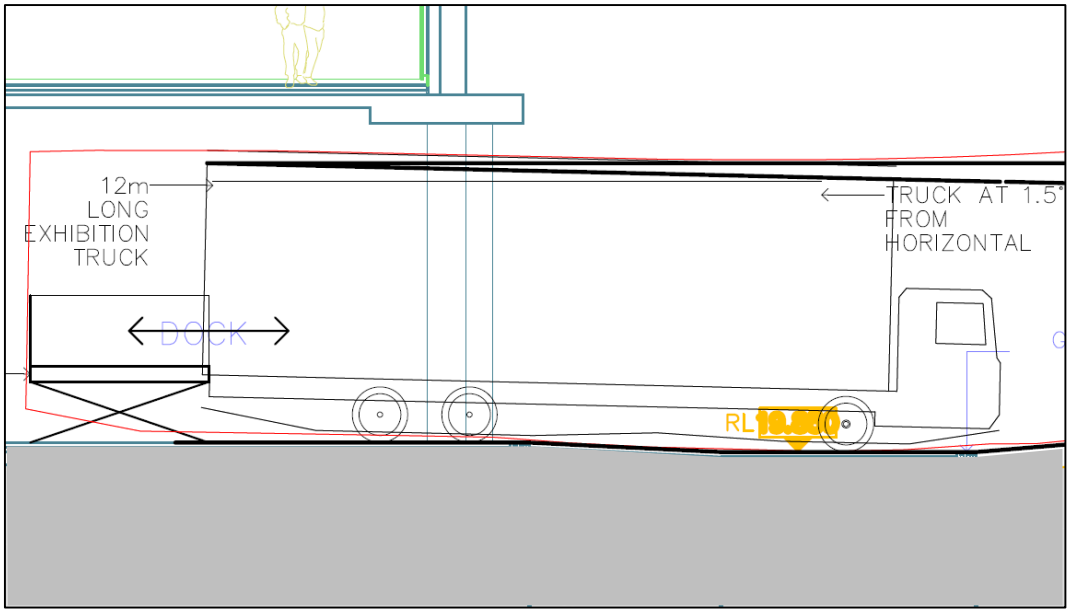

Figure 6: Truck dock leveller

4 Loading dock management

4.1 Overview and activity level

The proposed development is configured primarily as an exhibition spaces with associated uses including staff offices, auditorium and a café. The typical delivery types and frequency are shown in Table 1.

Table 1: Expected loading dock activity

Site Use	Delivery Type	Vehicle type	Frequency	Time
Gallery	Exhibits	12m Rigid truck	2-3 months	Afternoon
Staff Office	Stationary supplies	SRV	1/week	Morning
130 seat Auditorium	Equipment	SRV/Van	2/week	Morning
Café and terrace facilities	Food/beverage	MRV/SRV/Van	2/day	Morning
Garbage/Recycling	Waste Collection	MRV	2/week	Night

A very low usage level of this loading dock is expected with garbage collection 2 nights per week and food and beverage twice a day for the on-site café. Artwork deliveries will be once every 2 to 3 months.

4.2 Management

Given the infrequent number of deliveries and the ability of the Museum to schedule deliveries to different times of the day, a single dock will adequately service this level of activity. If a truck is already in the dock, a second truck can enter and wait for the first truck to depart as shown in Figure 7.

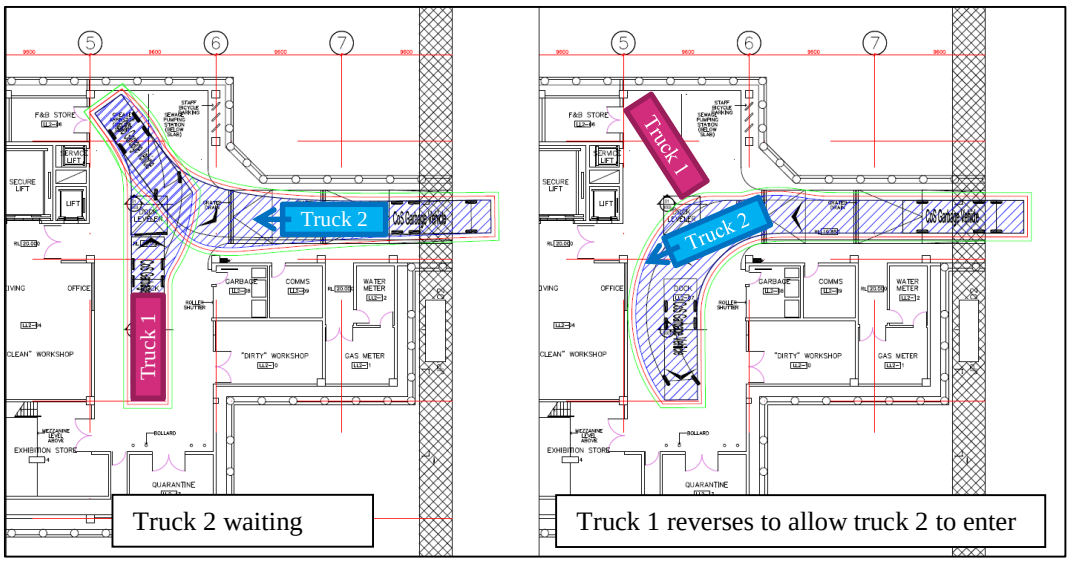

Figure 7: Second truck arrival

4.3 Booking system

All deliveries and waste collection will be conducted by a booking system for building occupants, which will be coordinated by the front of house staff.

At times when an exhibition delivery truck is scheduled to use the dock, all other deliveries will be scheduled to an alternative time.

4.4 Delays and incident management

If delays occur for any given reason or there is an incident at the access to the loading dock, trucks will proceed along University Avenue to an alternative parking position. University security personnel will be available to manage these incidents.

4.5 Total expected traffic flows

The combined traffic flows from the loading dock may generate a maximum of 6 vehicle movements in a busy day. This maximum expected traffic flow is easily accommodated by the single loading dock.

4.6 Pedestrian safety

Pedestrians will not be permitted to enter the loading dock vehicle access at any time.

The access ramp is configured as a portal which provides good sightlines at the footpath crossing point between vehicles and pedestrians. A watch for pedestrians sign will be located at the vehicle exit point.

5 Conclusions

Arup has prepared this outline Loading Dock Management Plan for the Chau Chak Wing Museum at The University of Sydney

The Plan proposes a management strategy for the delivery vehicle movement access and egress for the building, given the limited space in the loading dock and the close proximity of the vehicle ramp to Parramatta Road.

The combined traffic flows from the loading dock may generate a maximum of 6 vehicle movements in a busy day. This maximum expected traffic flow is easily accommodated by the single loading dock.

The loading dock entry is located 25 m from the Parramatta Road entry which provides room for three vehicles to queue on University Avenue at the traffic signals. It is proposed that a keep clear marking be located on University Avenue to enable vehicles to enter the loading dock ramp. Signage will also be installed to notify drivers not to store across the driveway.

Given the small number of loading movements, it not expected that queuing will occur on University Avenue or extend back towards Parramatta Road.