



Loading Dock Management Plan

Bondi Surf Bathers Life Saving Club

Prepared for Lockhart-Krause Architects / 16 April 2021

191893 TAAA

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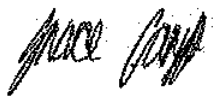
Revision Register

Rev	Date	Remarks	Prepared By	Approved By
1	17/09/2020	Draft for review	Grace Carpp	Paul Yannoulatos
2	16/10/2020	For approval	Grace Carpp	Paul Yannoulatos
3	16/04/2021	For approval	Grace Carpp	Paul Yannoulatos

Document Control

Internal reference	191893 TAAA
File path	P:\2019\1918\191893\Reports\TTWDA Report>Loading Dock Management Plan.docx

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in its capacity as trustee for the
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1.0 Introduction

1.1 Purpose

Taylor Thomson Whitting has been engaged by Lockhart-Krause Architects to prepare a Loading Dock Management Plan for the development of Bondi Surf Bathers Life Saving Club (BSBLSC). This document is intended to provide smooth traffic flow and safe movements around the site during loading movements.

This Loading Dock Management Plan is to be maintained by Building Management and shall be distributed to all relevant staff and contractors as necessary.

1.2 Strategy Review

This Plan should be reviewed regularly and updated as required. It is recommended that an initial review should take place following six months of operation. This review should include detailed observations of the transport operations of the site, consultation with the adjacent Bondi Pavilion and adjustments to procedures where necessary.

Following this initial review, a review undertaken every two years would likely be an appropriate update schedule.

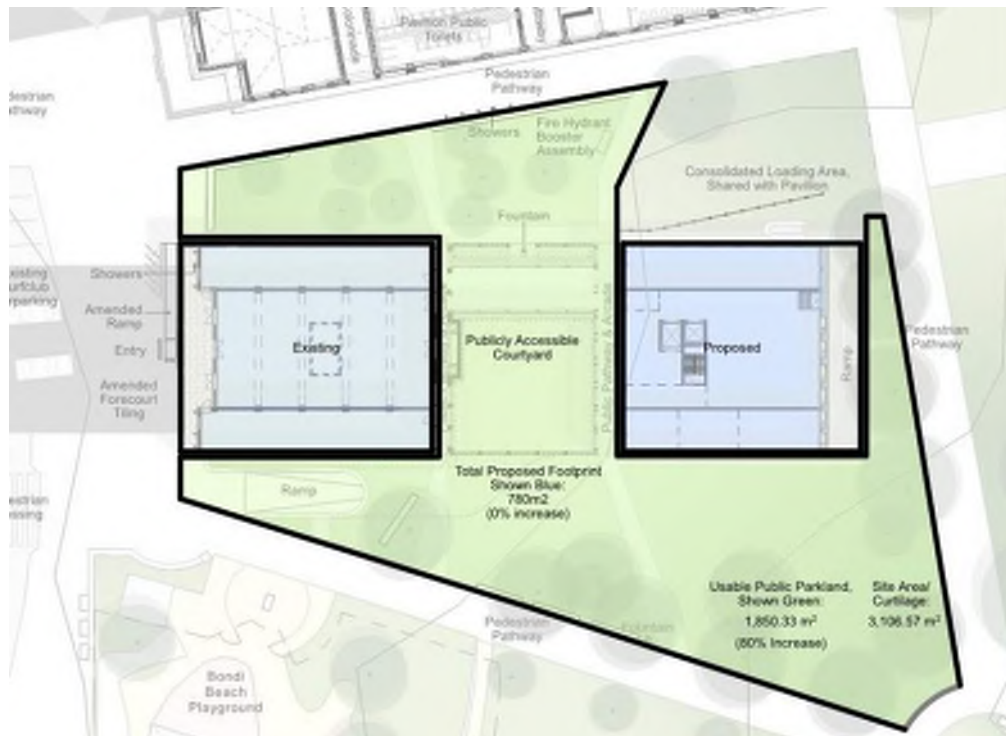
It will also be necessary for this Plan to be reviewed and modified with respect to changes at and around the site. Any changes in servicing demand for the Bondi Pavilion site or the BSBLSC will require review and updating of this Plan.

Responsibility of reviewing and updating should be allocated to a specific staff member such as the Building Manager.

2.0 Site Requirements

2.1 The Development

The proposed development intends to remove selected intrusive additions and extend the rear of the existing structure to accommodate the functions of the Club.



2.2 Loading Dock

The proposed loading dock will be shared with the adjacent Bondi Pavilion site and is located to the north-west of the proposed building. Consultation with the Bondi Pavilion project team occurred during the Concept Design phase to ensure minimal impacts to the proposed loading arrangement would occur as a result of the BSBLSC project.

The Bondi Pavilion project proposes a servicing arrangement that includes a new access way, boom gates, a truck waiting bay, and keypad/intercoms. This arrangement is shown in Figure 2.2. The BSBLSC proposes to also use this servicing arrangement. Only service vehicles with a PIN will be able to pass through the boom gate in either direction. Should another vehicle be within the parking aisle, service vehicles are able to store within the waiting bay to allow passing of the oncoming vehicle.

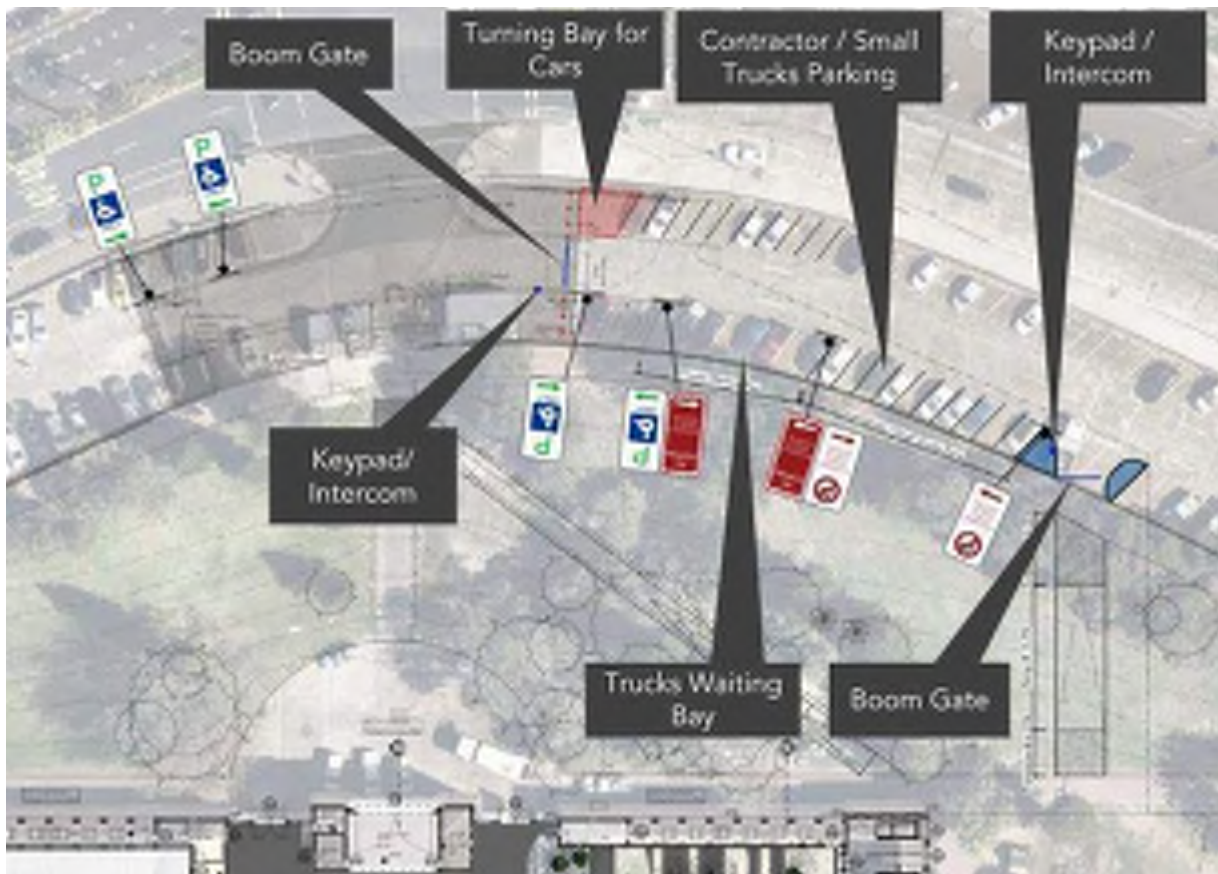


Figure 2.2: Bondi Pavilion Servicing Arrangement
Source: Traffic Impact Assessment prepared by PTC

2.3 Waste Collection

A Waste Management Plan has been prepared by MRA Consulting Group. It concludes that the new Pavilion waste facilities are expected to be capable of absorbing most, if not all of the Surf Lifesaving Club's waste and recycling it generates with the proposed waste and recycling compactors to be installed at the Pavilion site.

Waste collection will therefore occur via the Pavilion loading dock.

2.4 Basement Storage

A basement is provided within the site for secure storage of vehicles and watercraft for the Club. The ramp provided to the basement has lane width suitable for one vehicle, members of the Club will communicate to ensure there are no vehicle clashes on this ramp. The basement will not be accessible to the general public.

The largest vehicle anticipated within the basement is an all-terrain vehicle (ATV) with a surf boat trailer attached. Swept paths have been conducted of this movement and these are attached in Appendix A.

2.5 Local Considerations

2.5.1 Vehicular Traffic

The proposed servicing arrangement will require movement through the existing carpark accessed from Campbell Parade. Service vehicles entering this car park will be required to wait at the boom gate and enter the PIN into the keypad prior to entering. This will allow for full vision of any oncoming vehicles that are entering the car park. Service vehicles exiting the loading dock will have a waiting bay to allow for oncoming vehicles

to pass.

As the proposed boom gate from Campbell Parade will result in a blind aisle within the existing car park, a vehicle turning bay has been provided to the east of the boom gate to allow for vehicle turnaround. This is shown in Figure 2.2.

2.5.2 Pedestrian Traffic

The site is located in a high pedestrian area. Servicing movements have been relocated to the back-of-house of the site to reduce the incidence of pedestrian and vehicle conflicts. The swept path of service vehicles does not extend to the main pedestrian thoroughfare between the BSLSC colonnade and the Bondi Pavilion site. The reversing movement into the Pavilion loading dock is such that drivers will have full vision of pedestrians through the movement.

As part of the Pavilion project, it was suggested that a warning system be put in place to warn pedestrians when service vehicles enter the loading dock. This is proposed to be through flashing warning signs or through a physical management such as a traffic marshal.

3.0 Management Strategies

This section provides strategies and methods recommended for safe and proper management of transport through and around the loading dock.

3.1 Building Induction

Proper management of vehicles at any site starts with informed users. Building induction procedures for all Club members and staff should include as a minimum:

- Provision of a copy of this Loading Dock Management Plan (or the most relevant up-to-date document).
- Undertake a walk-through of the loading dock, and the basement storage area (if relevant).
- Ensure the Building Manager is provided with each party's appropriate contact details, and methods of communication are outlined clearly.
- Ensure appropriate information is provided to contractors.

3.2 Delivery Schedules

Coordination of loading dock demand with the adjacent Pavilion site will need to be managed through the development of a booking system and schedule. To ensure improved safety and management of the site, Building Management should adjust delivery times where possible to ensure an even spread across the day. The loading dock has provision for two heavy rigid vehicles and an additional small rigid vehicle at any one time.

3.3 Vehicle Control

3.3.1 Site Access

All vehicles are to enter and leave the site in a forward direction.

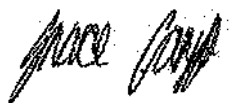
3.3.2 Internal Movements

Signage shall be installed to specify a vehicle speed limit of 10km/h within the loading dock. A swept path analysis of the loading dock has been completed and attached in Appendix A.

3.3.3 Bollards

Bollards have been proposed to ensure pedestrian pathways are clear of vehicles and pedestrians are alerted to the adjacent loading dock. This will increase the safety of the pedestrianised area.

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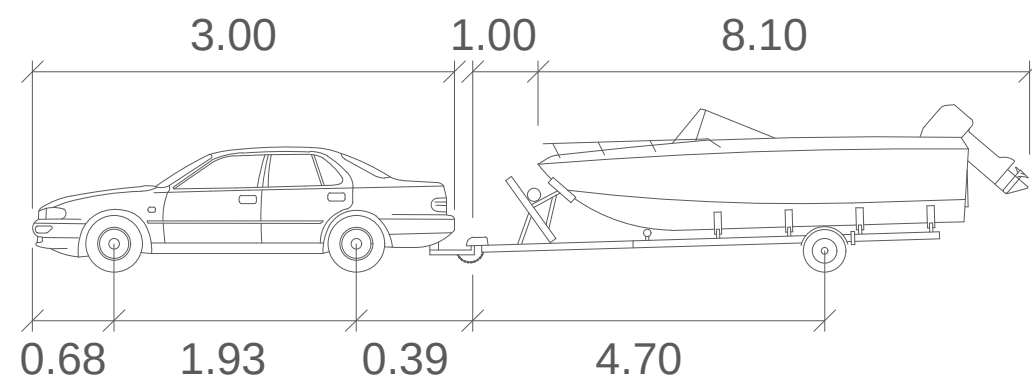
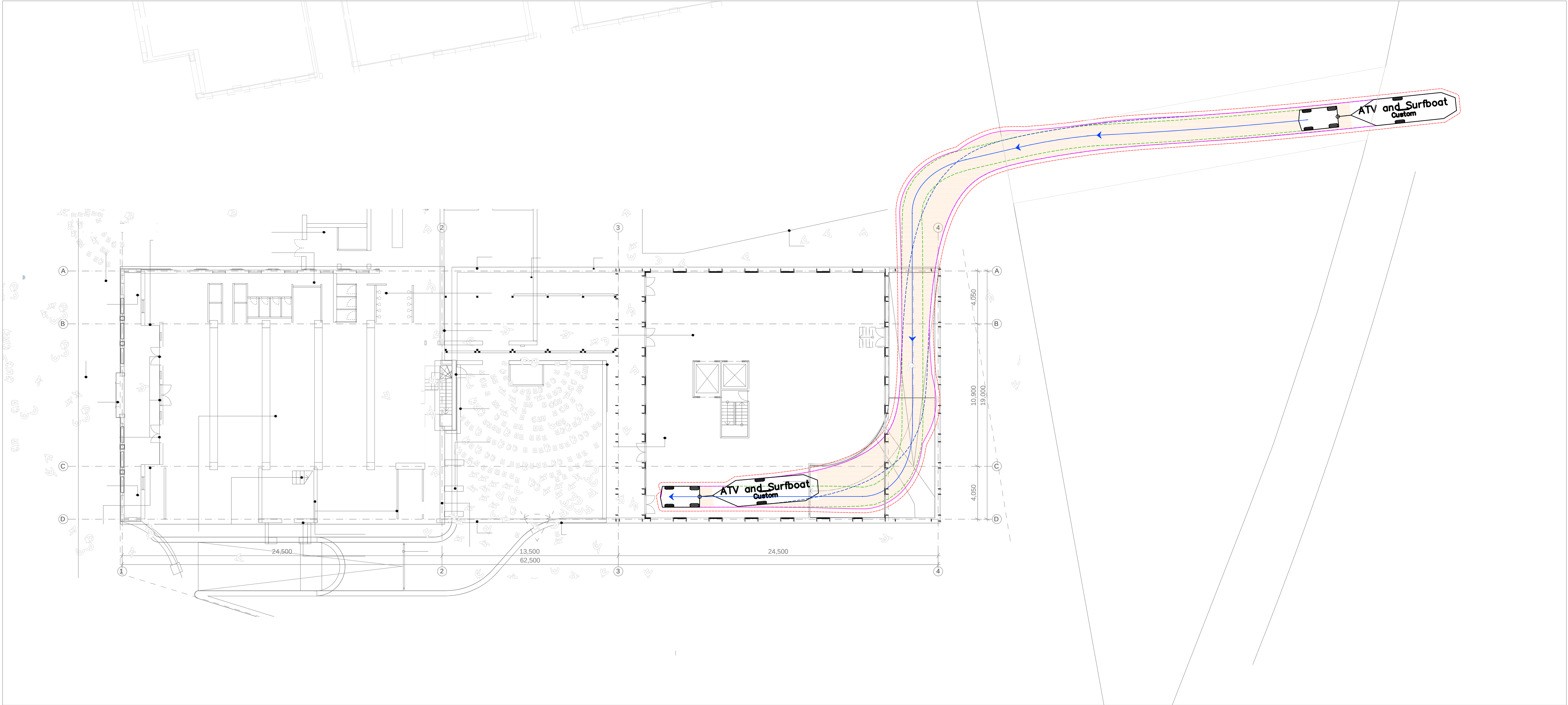


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Appendix A

Swept Path Analysis



ATV and Surfboat

	meters
Car Width	: 1.60
Trailer Width	: 2.00
Car Track	: 1.60
Trailer Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.2
Articulating Angle	: 70.0

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P3	PRELIMINARY	GC	GC	16.10.20										
P2	PRELIMINARY	GC	GC	29.07.20										
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Architect
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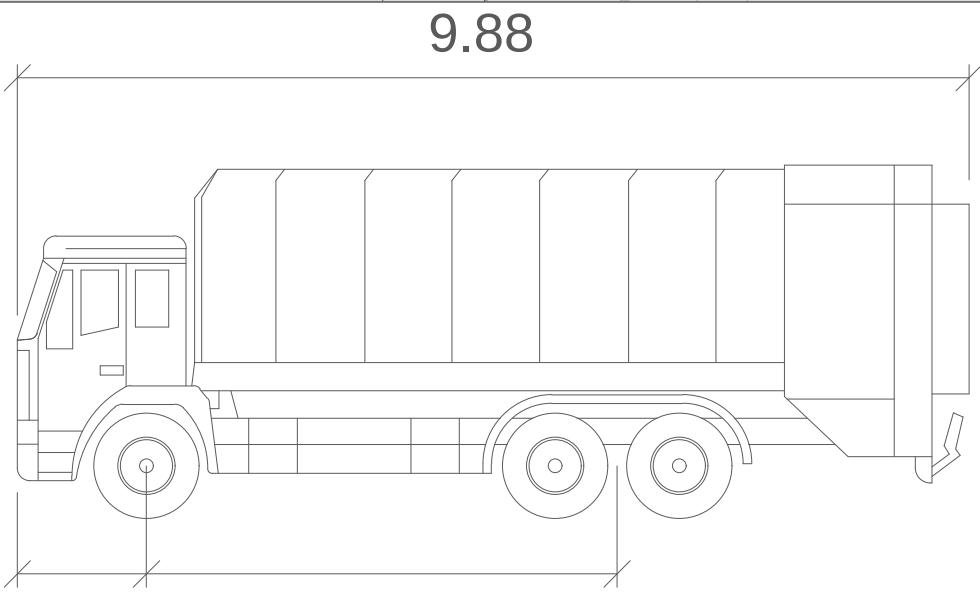
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Project
BONDI SURF BATHERS LIFE
SAVING CLUB

Sheet Subject
SWEPT PATH ANALYSIS
ATV AND SURF BOAT

PRELIMINARY
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FOR CONSTRUCTION

Scale : A1 1:150	Drawn GC	Authorised PY
Job No 191893	Drawing No SKT01	Revision P4
Plot File Created: Apr 15, 2021 - 11:04am		



9.88m Waste Vehicle

meters

Width	: 2.50
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 33.7

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Architect
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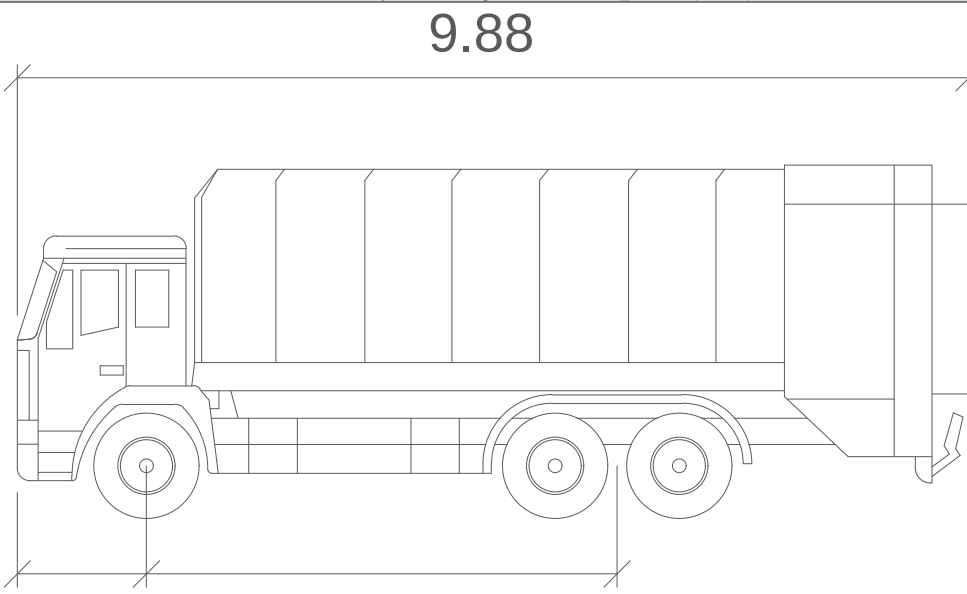
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TTW Structural
Civil
Traffic
Façade
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Project
BONDI SURF BATHERS LIFE
SAVING CLUB

Sheet Subject
SWEPT PATH ANALYSIS
9.88m WASTE VEHICLE
LOADING DOCK 1

PRELIMINARY
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FOR CONSTRUCTION

Scale : A1 1:250	Drawn GC	Authorised PY
Job No 191893	Drawing No SKT02	Revision P6
Plot File Created: Apr 15, 2021 - 11:04am		



9.88m Waste Vehicle

	meters
Width	: 2.50
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 33.7

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P3	PRELIMINARY	GC	GC	16.10.20										
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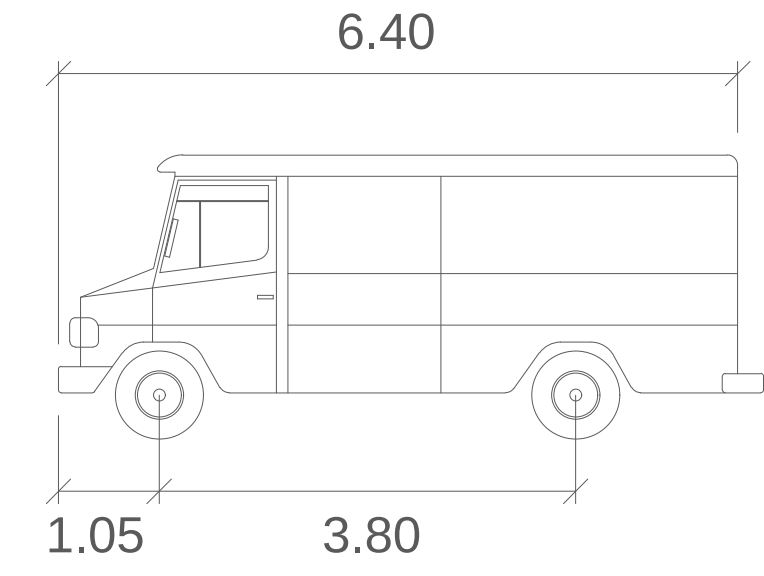
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Project
BONDI SURF BATHERS LIFE
SAVING CLUB

Sheet Subject
SWEPT PATH ANALYSIS
9.88m WASTE VEHICLE
LOADING DOCK 2

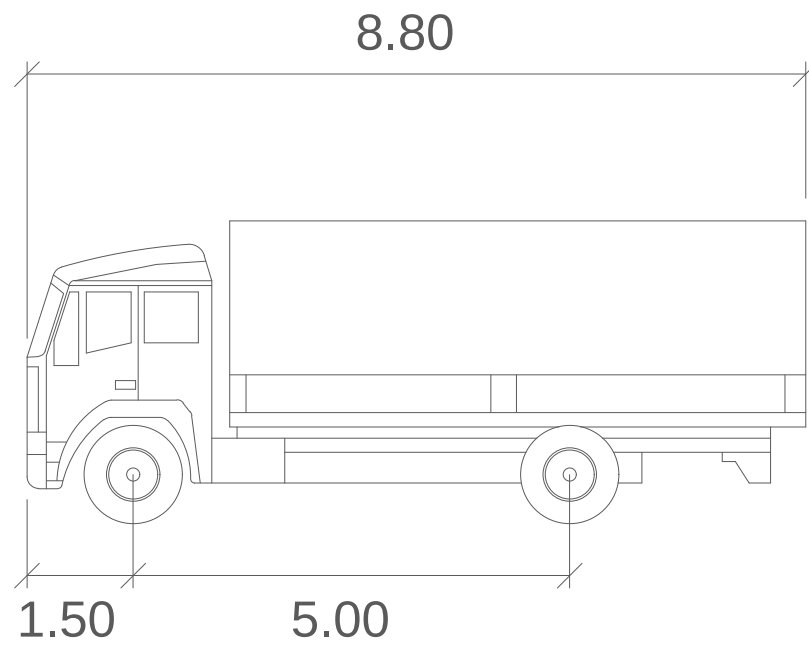
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FOR CONSTRUCTION

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SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.0



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

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P1	PRELIMINARY	GC	GC	05.08.20											
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Architect
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Traffic Engineer

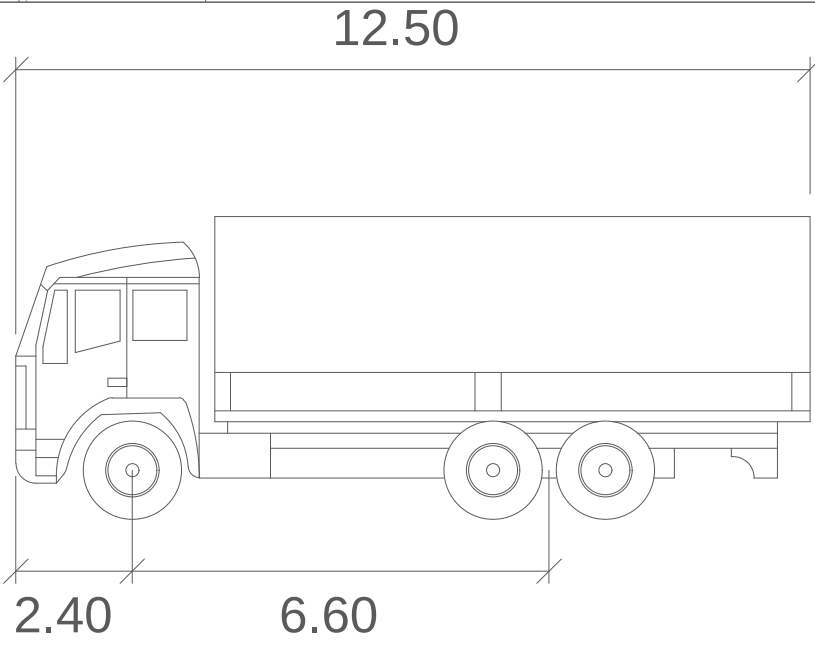
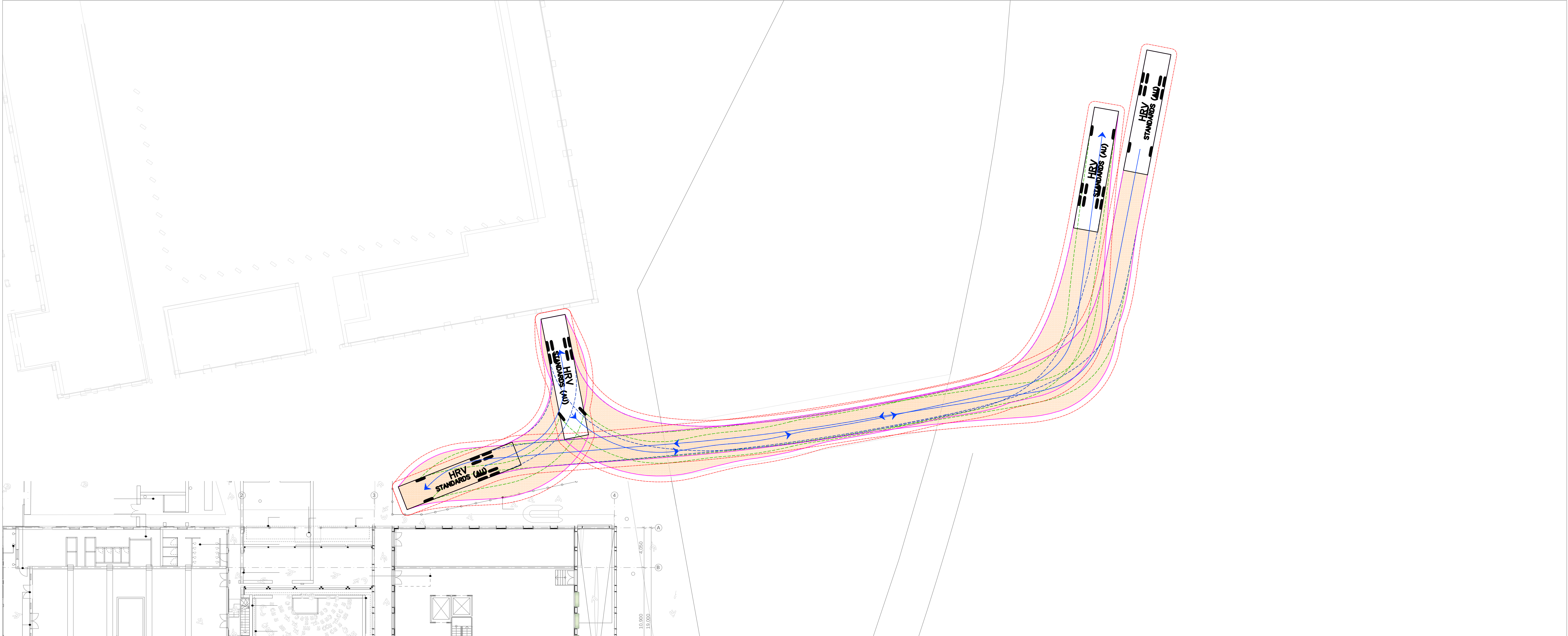


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Project
BONDI SURF BATHERS LIFE SAVING CLUB

Sheet Subject
**SWEPT PATH ANALYSIS
SMALL RIGID VEHICLE &
MEDIUM RIGID VEHICLE**

Scale : A1 1:200	Drawn GC	Authorised PY
Job No 191893	Drawing No SKT04	Revision P4
Plot File Created: Apr 15, 2021 - 11:05am		



HRV

meters

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 35.2

Plot File Created: Apr 15, 2021 - 11:06am

A1 0 1 2 3 4 5 6 7 8 9 10

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P3	PRELIMINARY	GC	GC	16.10.20										
P2	PRELIMINARY	GC	GC	06.08.20										
P1	PRELIMINARY	GC	GC	05.08.20										

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Project
BONDI SURF BATHERS LIFE
SAVING CLUB

Sheet Subject
SWEPT PATH ANALYSIS
HEAVY RIGID VEHICLE

PRELIMINARY
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