TTW Structural Civil Traffic Façade

Loading Dock Management Plan

Shell Cove C2

Prepared for Frasers Property Australia

19 May 2022

211168

TTW (NSW) Pty Ltd (ACN 649 974 112)
(ABN 74 649 974 112) I Consulting Engineers
Level 6, 73 Miller Street, North Sydney NSW 2060

Your Partner in Engineering

Contents

Revision Register

Rev	Date	Prepared by	Reviewed by	Approved by	Remarks
1	09/05/2022	AL	GC		Draft for comments
2	19/05/2022	AL	GC		Draft for comments
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1 Introduction

1.1 Purpose

TTW has been engaged by Frasers Property Australia to provide Loading Dock Management Plan (LDMP) for the development known as C2 apartments in Shell Cove.

The purpose of this LDMP is to provide guidance and outline the procedures and conditions to be considered within the loading dock hardstand area within the site with the overall objective to ensure safe and efficient movement of vehicles and personnel.

It should be noted that, this LDMP should be read in conjunction with Traffic Impact Assessment TIA, prepared by TTW and Waste Management Plan prepared by MRA Consulting Group.

1.2 Distribution and Use

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

1.3 Strategy Review

This LDMP and other associated documentation (such as the Waste Management 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 building occupants, 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 LDMP to be reviewed and modified with respect to changes at and around the site. Where major changes are to be implemented to traffic flow in the area (other than those identified and resolved in earlier project stages), it would be expected that consultation would occur between Transport for NSW, Shellharbour Sydney Council, and relevant local stakeholders including The C2 apartment manager.

To ensure that the ongoing review of this Plan is carried out as expected, responsibility for this task should be allocated to a specific staff member such as the Building Manager.

2 Loading Requirements

2.1 Project Background

The proposed residential development is located within Shell Cove Boat Harbour Precinct, south east of the Waterfront Tavern and Aqua developments and north of Nautilus (Precinct B Apartments). The proposed residential development has 52 residential dwellings across five-storeys with two level basement parking.

2.2 Site Access

Access to the site is provided from Quayside Avenue and to the wider road network from Promontory Drive. A driveway is provided, which allows access to the dedicated loading dock within the site on ground floor as shown in Figure 2.1.

The proposed access driveway is 12.6m wide which is shared between the carpark entry and loading dock entry on ground floor. Turning path analysis has been undertaken on the driveway to determine an adequate manoeuvring width to the loading dock for the nominated service vehicles requiring access.

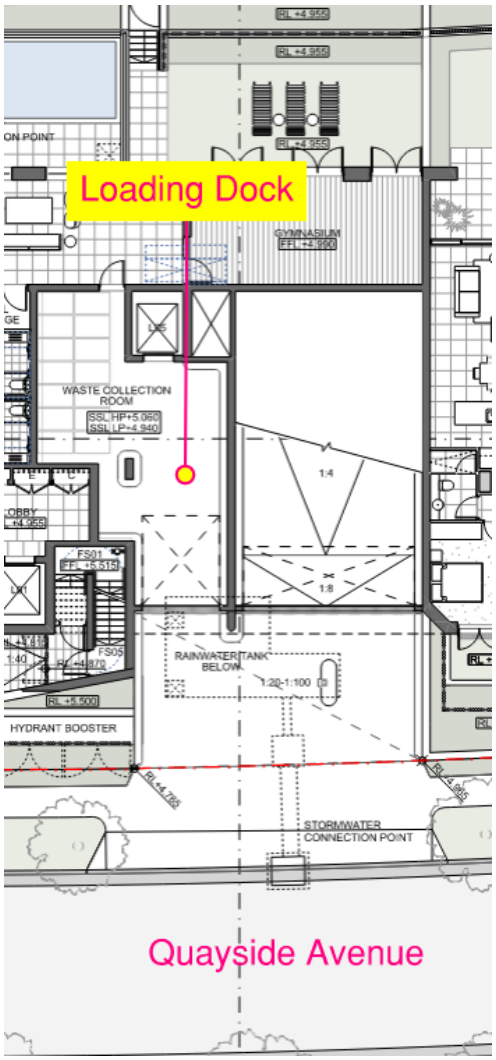


Figure 2.1: Loading Dock in Ground Floor
Source: Candalepas Associate

2.3 Waste Collection

Waste Management Plan (WMP) has been prepared by MRA Consulting Group, which has been reviewed as part of the preparation of this LDMP. The WMP addresses the requirements of the Consent Authority (Council) and conforms to the following reference documents:

- Shellharbour Council Local Environmental Plan (SLEP) 2013
- Shell Cove Medium Density Housing Design Guidelines Precinct B2 and C2; and
- Shellharbour Development Control Plan (SDCP) 2017
- Better practice guide for Resource Recovery in Residential Developments (NSW EPA 2019)

In accordance with the WMP, 660L MGBs are recommended for storage of general waste and recycling.

Table 2.1 below outlines the required number of 660L bins for building according to different collection schedule scenarios.

Table 2.1: Waste Storage and collection schedule options

Location	Waste Stream	No. of bins required per waste room (660L)	Collection Frequency
Waste Chute A	General Waste	3	Weekly
	Recycling	3	Weekly
Waste Chute B	General Waste	3	Weekly
	Recycling	3	Weekly
Waste Chute C	General Waste	4	Weekly
	Recycling	4	Weekly
Waste Chute D	General Waste	4	Weekly
	Recycling	4	Weekly

Waste collection shall be organised and managed through a Council's waste contractor.

Collection and loading will occur in the proposed loading dock at the site which is accessible via Quayside Avenue. A rear lift waste collection truck will be capable of completing a reverse manoeuvre from Quayside Avenue, into the proposed loading dock, complete bin servicing and leave the site in a forward direction.

2.4 Loading Area

The dedicated loading dock is located on ground floor, and it is separated from the entry ramp by the wall. The nominated waste truck is a 7.2m long truck which can be accommodated within the loading dock. The proposed loading dock has 3.6m width wall to wall and 9.5m long. The loading dock bay has a 1:100 slope which is compliant with AS2890.2.

The loading area is to be operated such that safe and efficient circulation of the car park is maintained at all times.

The loading dock is equipped with a roller door that will be closed when no activity occurs.

2.5 Local Considerations

2.5.1 Vehicular Traffic

Quayside Avenue is a two-way local road with an approximate total width of 8 metres (kerb to kerb). The local roads have generally low traffic volumes. Vehicles entering/exiting the loading dock into/from Quayside Avenue have adequate sight distance in accordance with AS2890.2

Waste collections would be scheduled outside of peak traffic periods to avoid unnecessary impact to incoming and outgoing personnel vehicle traffic to the site.

2.5.2 Pedestrian Traffic

The site is located in Shell Cove near Shellharbour. The site is zoned R3 – medium density under the Shellharbour LEP and surrounded by residential zoned land. It is expected to receive a low to medium volume of pedestrian traffic along Quayside Avenue.

All vehicle movements around the site will require careful consideration of pedestrian movements to ensure safety is maintained at all times.

It is anticipated that the waste collection will occur on a weekly basis and, outside of AM and PM peak periods when the pedestrian volumes are low.

3 Management Strategies

The following sections provide the strategies and methods recommended for safe and proper management of transport through and around the loading dock.

3.1 Permitted Vehicle

The ground level loading area provides a space for one vehicle (up to 7.2 metres in length). This area is to be allocated to waste truck only.

3.2 Vehicle Control

3.2.1 Site Access

Given the constraints, the waste truck vehicles are to enter the loading dock by a reverse inbound movement and exiting the dock in a forward movement. All heavy vehicles are normally equipped with a reverse alarm that is automatically activated when reverse gear is selected and the engine running. The waste truck will also be equipped with reversing cameras.

Additionally, Quayside Avenue is expected to have a low pedestrian volume during waste collection activities.

3.2.2 Internal Movements

Signage shall be installed to specify a vehicle speed limit of 10 km/hr within the development.

To ensure the safe movement of vehicles, loading area is to be clearly delineated and line-marked. General pedestrian access to the loading dock area shall be restricted for safety purposes.

Turning path analysis demonstrating loading dock movements for up to a 7.2m rigid vehicle is attached in Appendix A of this Plan.

3.2.3 Security

The loading dock area requires appropriate surveillance and security methods to be implemented. Installation of CCTV security cameras and signage shall ensure that an appropriate level of security is provided. The following requirements shall be maintained at all times:

- CCTV cameras shall be clearly visible
- Signage shall be provided at the vehicle entry point and throughout the car park and loading area.

Appropriate signage may include ‘Security Notice: Video Surveillance In Use On These Premises’ to advise users of the loading dock that they are under observation.

Prepared by

TTW (NSW) PTY LTD

AMIR LAHOUTI

Traffic Engineer

Reviewed by

TTW (NSW) PTY LTD

GRACE CARPP

Associate (Traffic/Civil)

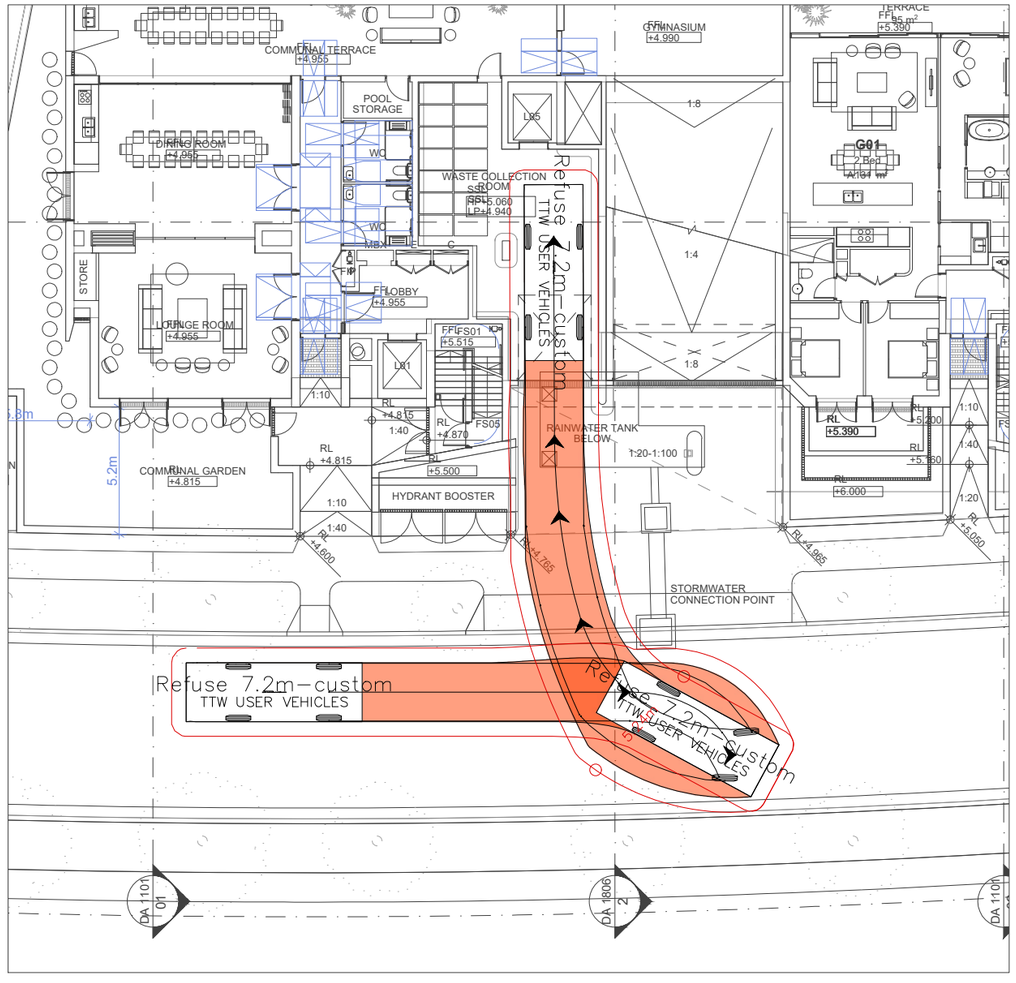
Approved by

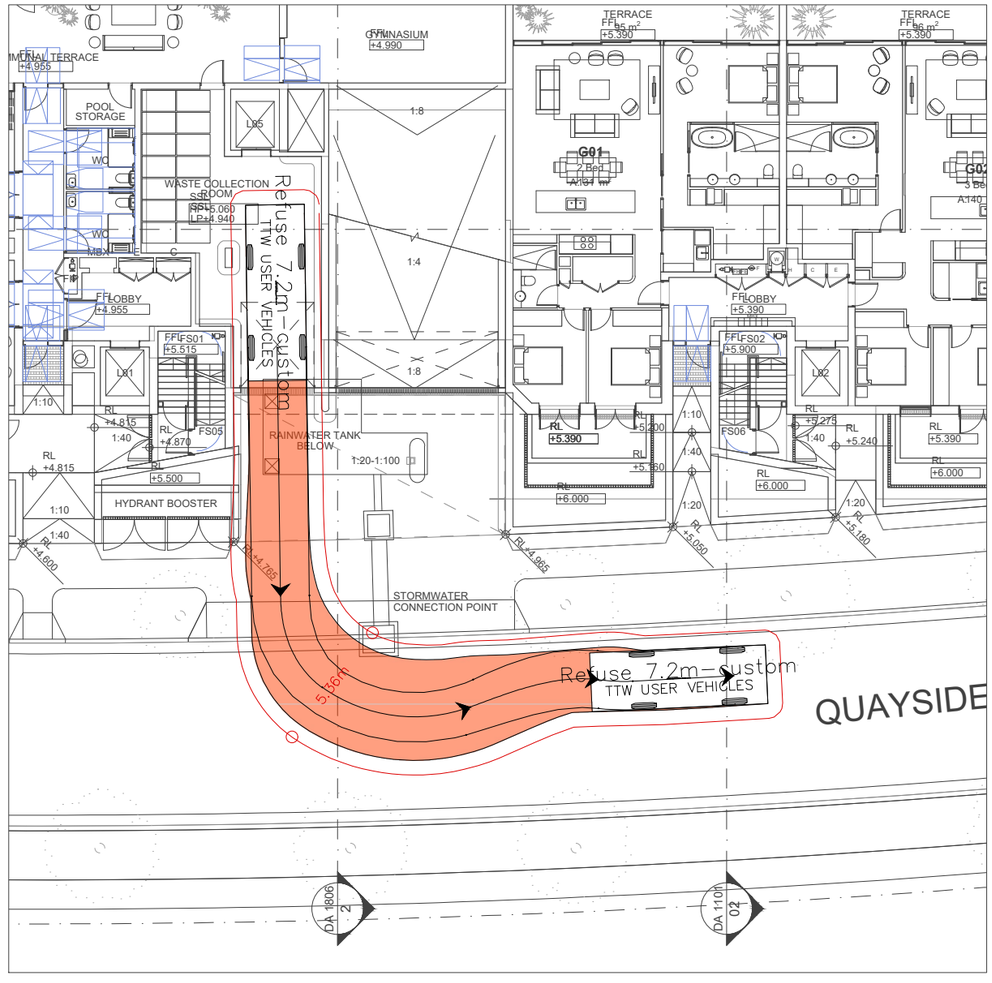
TTW (NSW) PTY LTD

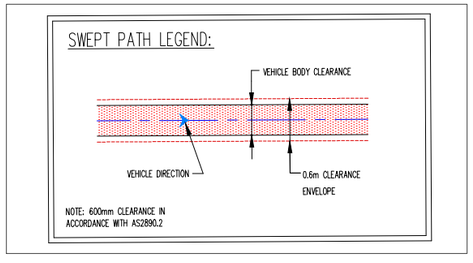
PAUL YANNOULATOS

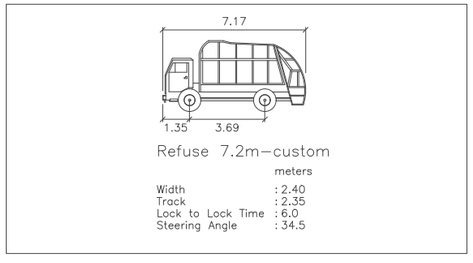
Technical Director (Traffic)

Appendix A Loading Dock Swept Path









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PRELIMINARY
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A1		AL	AL	17/05/22

Architect
CANDALEPAS ASSOCIATES
309 Susses Street
Sydney NSW 2000

Civil Engineer
Taylor Thomson Whitting
B12 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
PRECINCT C2 SHELL COVE

Sheet Subject
7.2m LONG WASTE TRUCK

Scale : A1 1:250
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