

29 October 2021

Home Consortium

Glenmore Park

Loading Management Plan

Dear John,

onemilegrid has been engaged by Home Consortium to prepare a Loading Management Plan (LMP) for the proposed office and café development located within the Glenmore Park town centre.

Introduction

This LMP has been based on the plans prepared by Buchan and applies to the development area to the east of the existing southern shopping centre building which contains the Woolworths supermarket, just north of the McDonalds, which is accessed via Town Terrace and will specifically be occupied by the proposed office and café uses.

This plan aims to mitigate risks associated with pedestrians walking within car parking areas adjacent to loading areas where large vehicles may occasionally be manoeuvring.

Loading Management

Noting the development proposes an office use and two small café uses, loading is expected to largely consist of small vans and trucks which will have the ability to use the communal car parking and loading bays across the centre to undertake loading activities.

Notwithstanding, waste collection will occur via larger trucks, and on occasion the café uses in particular, may be required to receive an order via a larger service vehicle. While this is expected to occur infrequently, the entrance to the office car park has been designed with a significant setback from Town Terrace, which can accommodate loading vehicles.

Swept path diagrams have been prepared, demonstrating access to and from the loading area using an 8.8m medium rigid vehicle (MRV), these are shown below in Figure 1 and Figure 2, and attached to this letter.

The swept paths demonstrate that vehicles up to an MRV can suitably prop in the office car park setback, while allowing for a vehicle to enter or exit the car park. Noting the arrangement will occur infrequently, this is considered acceptable.

Figure 1 Loading Area – 8.8m MRV Access

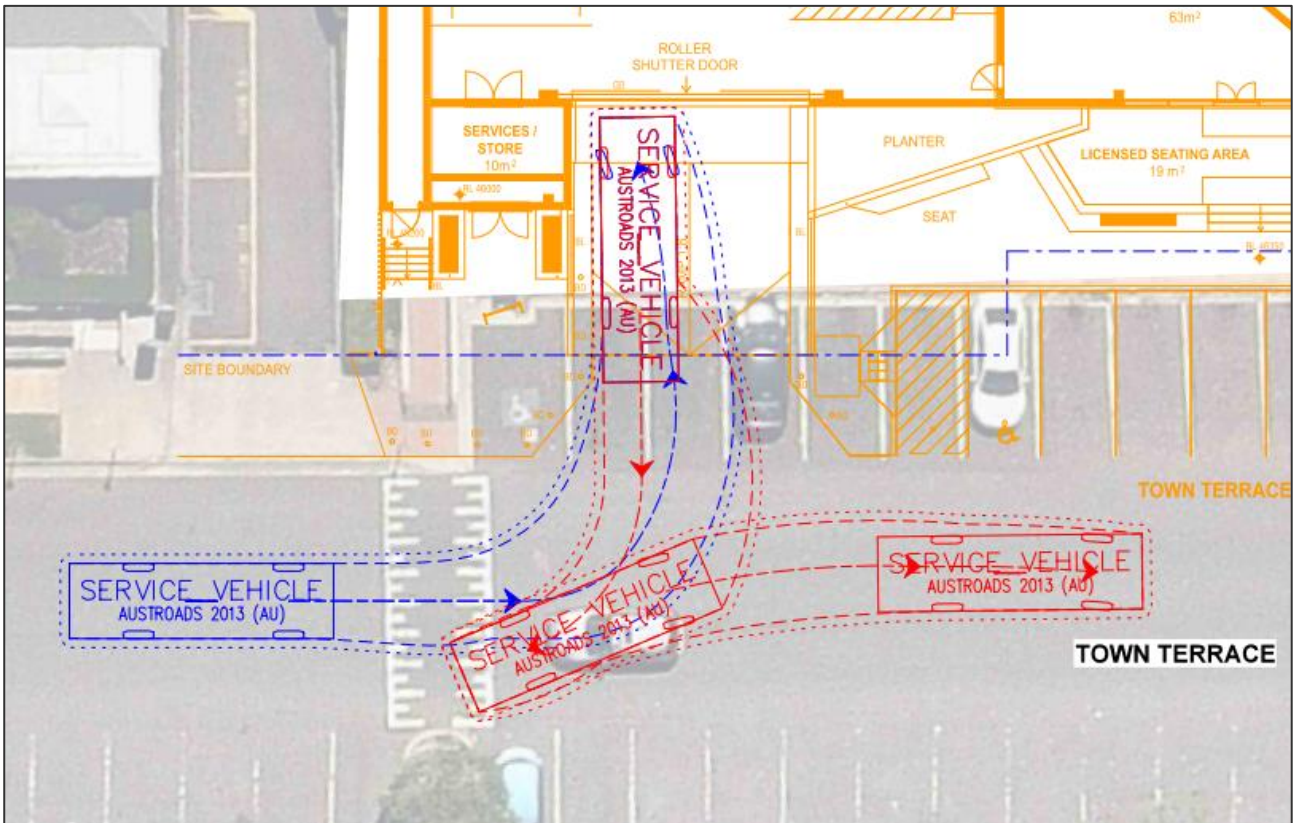
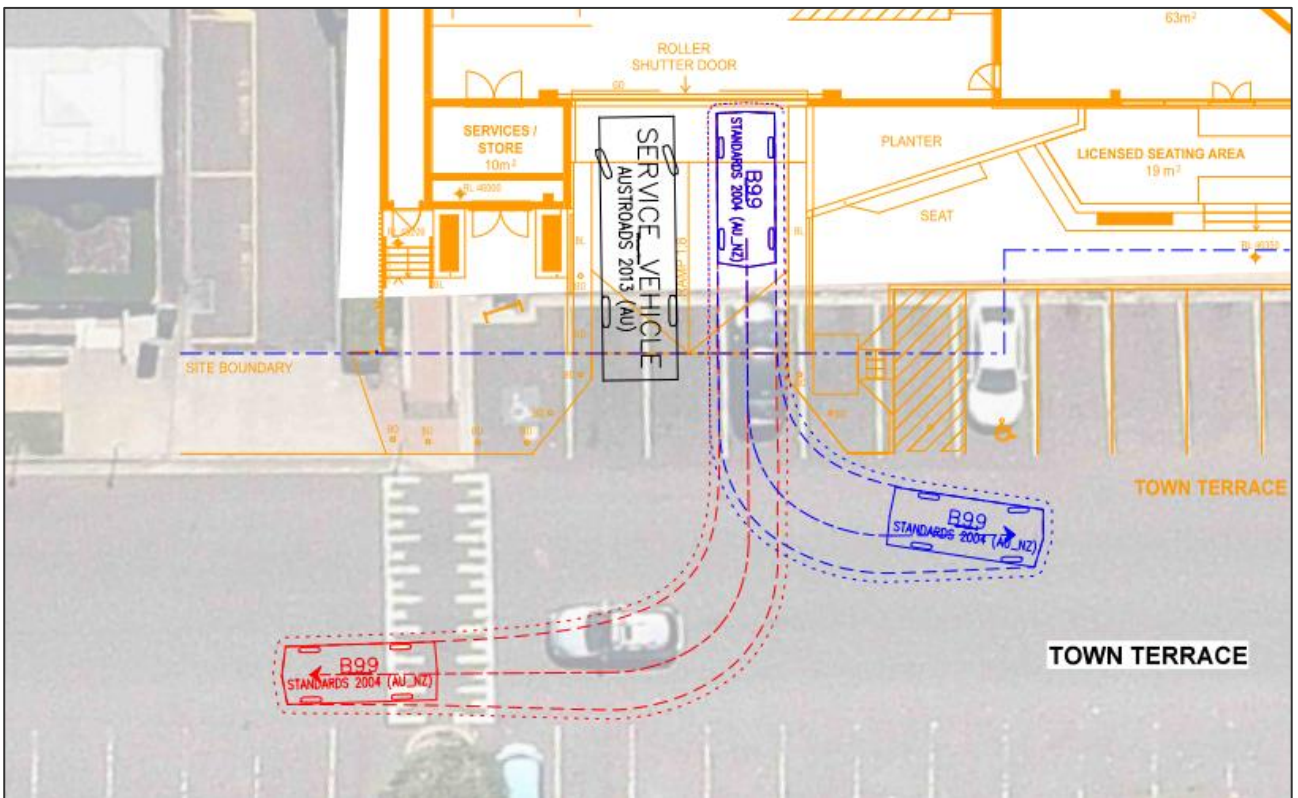


Figure 2 Loading Area – Simultaneous Use



Deliveries which occur with any vehicle larger than a standard size van should be scheduled with the building operator and all delivery drivers will be instructed to be mindful of pedestrian activity within the loading access.

Waste collection should be scheduled outside of office business hours to ensure the pedestrian and vehicular traffic to and from the basement level of the office is very low at the time of collection.

The implementation of the Loading Management Plan is the responsibility of the site operator, and should be a dynamic document, reflecting changes in on-site conditions e.g. size of delivery vehicles, change in staffing. As such, the plan should be periodically revisited and amended so as to provide the most accurate and relevant information to achieve the desired objectives of reducing pedestrian / vehicle conflicts.

Please do not hesitate to contact me should you wish to discuss the above.

Yours sincerely

Valentine Gnanakone

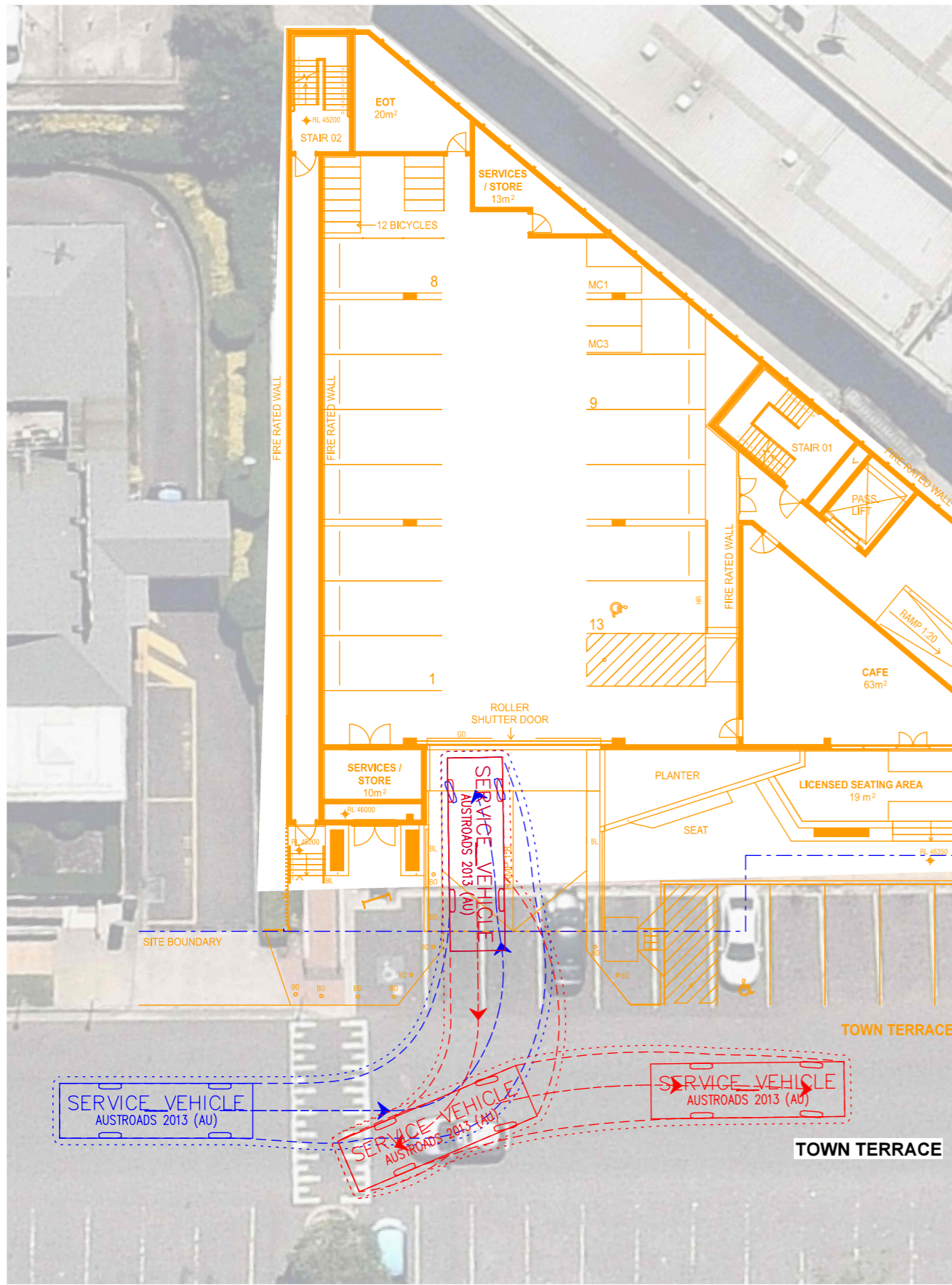
Director

onemilegrid

P/R: Madeleine Fletcher-Kennedy / Valentine Gnanakone

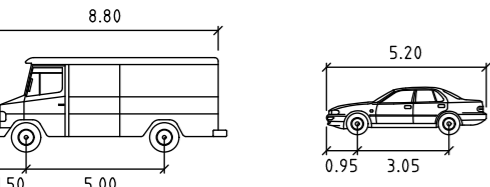
att: Loading Truck Swept Paths

CAD File: N:\Projects\2021\210763\Drawings\210763SPA200.dgn

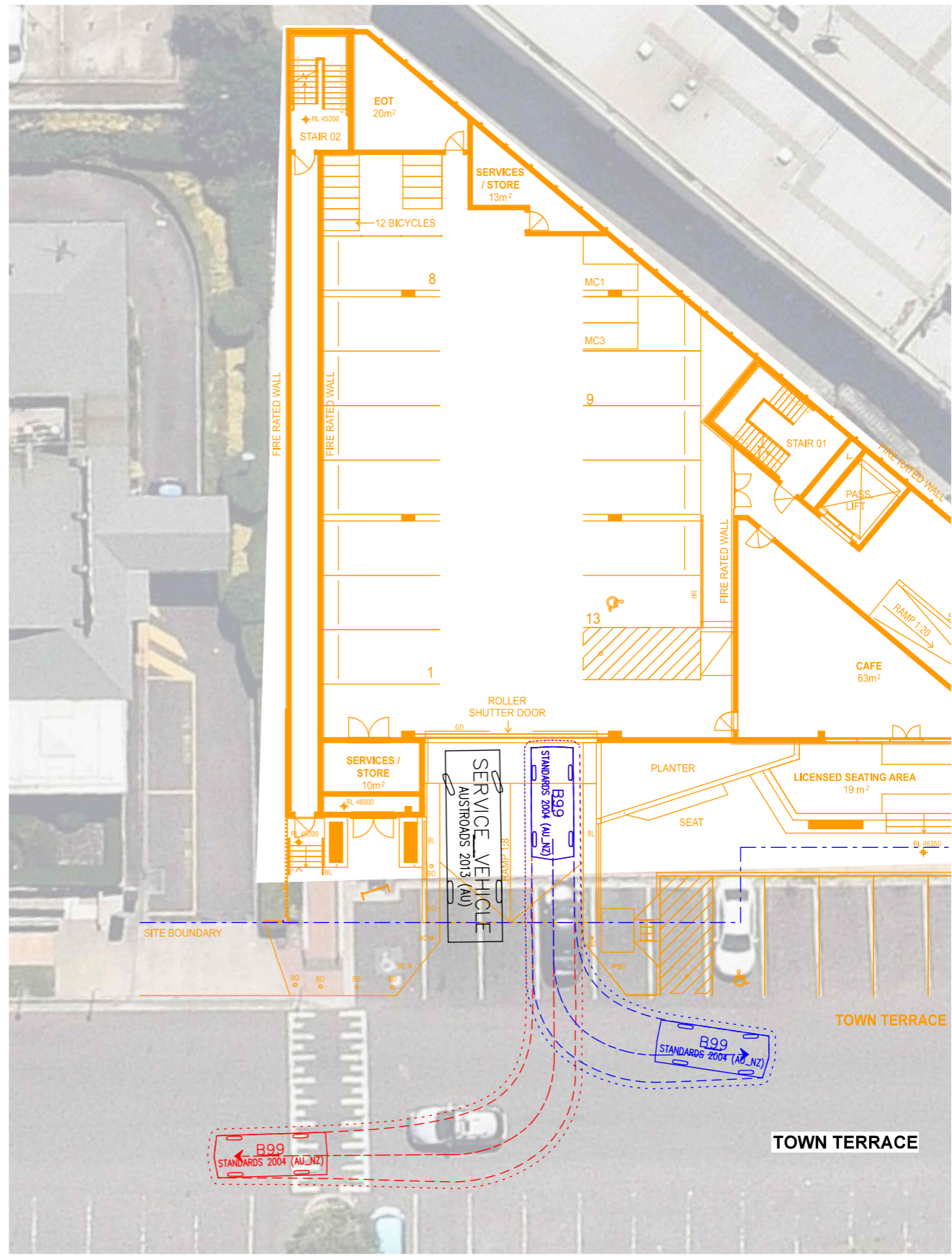


ACCESS MANOEUVRES

----- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
 300mm CLEARANCE ENVELOPE SHOWN DOTTED

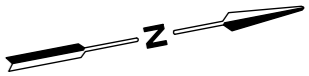


PROPERTY	SERVICE VEHICLE	units	B99	units
Width	: 2.50	Width	: 1.94	meters
Track	: 2.50	Track	: 1.84	meters
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0	
Steering Angle	: 38.7	Steering Angle	: 33.9	



ACCESS MANOEUVRES

----- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Drawing Title
 1-11 TOWN TERRACE, GLENMORE PARK
 BASEMENT ACCESS
 SWEEP PATH ANALYSIS

Designed DW	Approved VG	Metway Ref -
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Scale
 1:250 @ A3

Project Number 210763	Drawing Number SPA200	Revision B
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