

# Traffix Group

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PLAN**

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# Loading Management Plan

**Proposed Mixed Use Development**

173 Burke Road, Glen Iris

**Prepared for**

Glen Iris Devco Pty Ltd

June 2024

G28846R-03F (LMP)

# Document Control

## Our Reference: G28846R-03F (LMP)

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	22/11/2023	D. Milder	J. Stone
B	Draft v2	14/12/2023	D. Milder	J. Stone
C	Final v1	14/12/2023	D. Milder	J. Stone
D	Final v2	27/05/2024	D. Milder	J. Stone
E	Final v3	29/05/2024	D. Milder	J. Stone
F	Final v4	05/06/2024	D. Milder	J. Stone

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## 1. Introduction

Traffix Group has been engaged Glen Iris Devco Pty Ltd to prepare a Loading Management Plan (LMP) for the proposed mixed-use development at 173 Burke Road, Glen Iris.

This report and associated drawings have been prepared to address the management of the on-site loading area, in particular for the supermarket.

## 2. Background

The development is for a multi-storey mixed-use development on the site. The table below summarises the development and proposed car parking allocation.

Table 1: Development Summary and Parking Allocation

Use	Size/No.	Car Parking Allocation
<b>Residential</b>		
One-bedroom dwellings	2	Min. 2
Two-bedroom dwellings	30	Min. 30
Three or more bedroom dwellings	26	Min. 52
Surplus Resident Spaces		36
<i>Subtotal</i>		120
<b>Commercial</b>		
Supermarket	3,035m <sup>2</sup> (Note 1)	170
Food and drink premises	125m <sup>2</sup>	
<b>Total</b>		<b>290</b>

### **3. Loading Opportunities**

The development includes a dedicated loading bay at ground level with a minimum headroom clearance of 4.5m.

Vehicle access to the development is provided via a 9.25m wide opening to Burke Road, as shown in the figure below.

The loading bay includes an in-built turntable with a 15m diameter, plus allowance for 1m clearance beyond this on all sides.

The vehicles expected to use the loading bay include:

- Woolworths 12.5m long loading trucks,
- waste collection vehicles (up to 8.8m in length), and
- occasional deliveries from other suppliers using vans and small trucks (courier vans and no larger than a 6.4m long Small Rigid Vehicle).

Section 5 outlines how the loading bay will be managed by Woolworths to ensure the smooth operation of the facility.

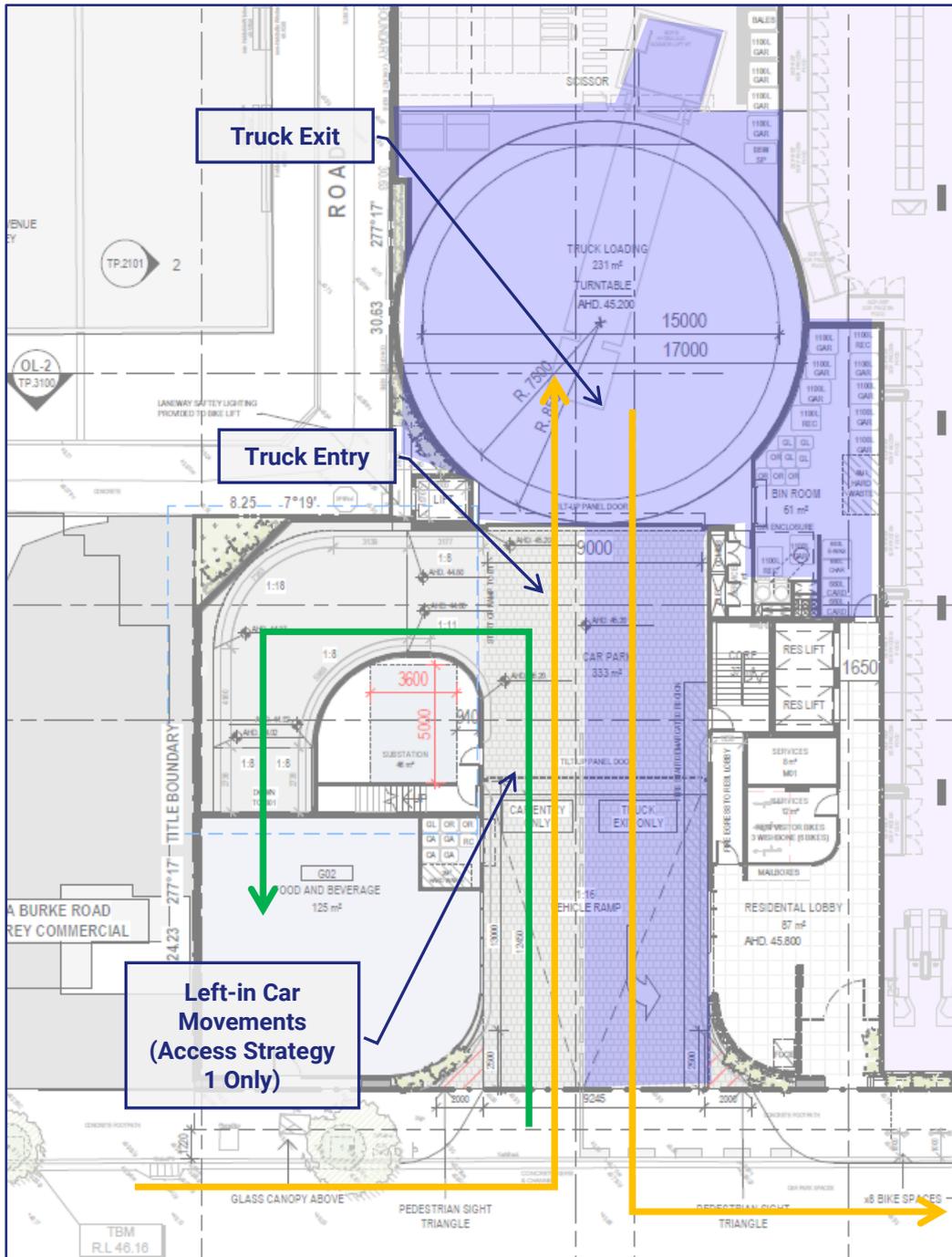


Figure 1: Loading Bay Location

The Burke Road access is to be restricted to left-turn entry movements only for customers/residents under Access Option 1 (noting under Access Option 2, all customers/residents will access the site via Hope Street only), and entry and exit movements for trucks. The truck exit movements will be within a dedicated 'Truck Exit' lane which will not obstruct inbound car movements. The Truck Exit lane will have a different surface treatment and line marking to differentiate this part of the access.

Trucks and suppliers will be restricted to left-in and left-out movements only at all times and this will be part of the LMP, form instructions given to all drivers, and be reinforced by signage that trucks must turn left-in and left-out.

## 4. Loading Demands

### Food and Drinks Premises

A small 125m<sup>2</sup> food and drink premises is proposed at ground level, at the site's south-eastern corner. The tenancy connects only to the Burke Road footpath and not internally to the rest of the development.

From our experience, the average loading vehicle generation for a small food and drink premises is typically 1 to 2 deliveries per week. There will be days where there are no deliveries for a food and drink premises of this size.

Given the size of the shop, deliveries are expected to be undertaken via smaller delivery vehicles (i.e. vans). Deliveries would typically be no more than 15 minutes during business hours and can be expected to utilise the on-street parking near the site (including along the site frontage), similar to other shop and café tenancies within the activity centre.

### Supermarket

#### Woolworths Trucks

Deliveries for the supermarket are expected to be undertaken primarily via a specific Woolworths vehicle, which is up to a length of a 12.5m Heavy Rigid Vehicle (HRV) as specified under AS2890.2-2018. This vehicle can be accommodated within the loading bay and access arrangements.

#### Specialty Suppliers

Woolworths receives occasional deliveries by speciality suppliers who will typically use vans (i.e. B99 vehicle) or small trucks (no larger than a 6.4m long Small Rigid Vehicle).

### Waste Collection

Waste collection is detailed within the Waste Management Plan (WMP) prepared by WSP. It is proposed that waste collection will occur daily for the commercial tenancies from within the loading bay.

The collection of waste is proposed to occur within the loading bay via a rear-lift waste vehicle. The waste vehicle will utilise the commercial turntable to allow it to exit in a forwards direction.

Waste collection staff will transfer bins between the waste storage area and the truck.

Waste collection will be managed to avoid loading times for the Woolworths trucks and other occasional suppliers.

## 5. Loading Operations

### 5.1. General Management & Vehicle Operations

The loading bay provides for the loading requirements associated with the supermarket. The loading bay also allows for waste collection to occur on the site for the commercial tenancies and residential waste.

All deliveries to the supermarket must occur within the designated loading bay.

Woolworths will provide clear instructions to their delivery drivers, including Woolworths trucks and suppliers, as well as waste collection contractors, regarding:

- where the loading bay is,
- how they must arrive to and from the site,
- the time that they are permitted to use the loading bay for their particular task,
- how to activate the loading bay roller door, and
- how to exit the site via the 'truck only' aspect of the access.

Signage will be provided at the location of the loading area directing drivers to the loading bay.

Woolworths will control the operation of the loading dock via a Loading Dock Manager (or similar) and coordinate deliveries to ensure that there is no more than 1 larger truck (12.5m HRV for example) at any one time.

The loading area and commercial turntable are sufficiently large that in the event that there were deliveries by more than 1 smaller truck/van, these vehicles could be accommodated with the loading bay at once.

The number of expected deliveries per day is outlined below.

#### Daily

- 4 to 7 deliveries by Woolworths Trucks (i.e. 12.5m trucks) per day.
- Up to 5 smaller direct vendor deliveries per day.

Woolworths has committed to managing the loading process to ensure that all truck movements avoid peak pedestrian times in the area. The 'block-out windows' are outlined in the table below.

Woolworths maintains contact and controls all deliveries to ensure that they deliver outside of the blockout times and to schedule these deliveries to avoid the larger trucks on-site.

Table 2: Loading Bay Block-Out Windows

Block-Out Windows	Block-Out Windows
<b>Weekday</b>	<b>Weekend</b>
8am to 9am	8:30am to 1pm
3pm to 5:30pm	

We understand that the loading bay will typically be operational between 6am to 9pm, providing sufficient time across the day to manage all deliveries as required.

To assist with managing scheduling across the day:

- Trucks will be given a delivery window with no overlap, as well as avoiding the block-out windows as per above.
- Trucks will be provided with detailed instructions on how to access the site (access routes to enforce left-in/left-out) and to co-ordinate arrivals with Loading Bay Manager to open the internal security door to the loading bay (if required).
- The Loading Bay Manager will maintain channels of communication as required.

Swept path diagrams have been prepared demonstrating access for the 12.5m long HRV entering and exiting the loading bay from Burke Road. The truck will be fully positioned within the loading area and will not impact pedestrian or passenger vehicle movement or safety during the unloading activities.

Further to the above, a turntable is provided within the back-of-house area to accommodate delivery vehicles with sizes of up to 12.5m HRVs as detailed within AS2890.2-2018. This will allow for trucks to be able to enter and exit the site in a forwards direction.

Swept paths diagrams demonstrating access for the 12.5m HRV entering and exiting the loading bay is attached at Appendix A.

### 5.2. Safety

Burke Road has a straight alignment in the vicinity of the site and has good sight distance in order for oncoming vehicles, bicyclists and pedestrians to view the truck as it is entering and exiting the site.

Furthermore, the access to/from the loading bay includes pedestrian sight triangles on both sides measuring 2.0m wide and 2.5m deep in order to provide the necessary sight lines along the Burke Road footpath to ensure pedestrian safety.

Discussions with DTP have ensured that the Functional Layout Plan prepared has included safety measures to improve how trucks enter and exit the site with regards to pedestrian safety and interaction with left-turn entry cars (Under Option 1 Access Strategy). This includes (but not limited to):

- Removal of an additional on-street car space on the southern side of the Burke Road access and removal of street tree to improve visibility to pedestrians upon approach by cars and trucks,
- The Burke Road crossover and footpath area will have a clear surface delineation, signage, pedestrian sight triangles and DDA tactile pads to assist with pedestrian safety along the footpath past the access.

The commercial turntable allows for truck movements to enter and exit in a forwards direction at all times, and we are satisfied that this arrangement for loading vehicles is appropriate.

Further to this, a warning light system to warn approaching pedestrians and vehicles of truck movements utilising the loading bay is noted on the Functional Layout Plan.

## 6. Loading Routes

Deliveries to the supermarket will be by vehicles up to and including the 12.5m long HRV. These vehicles will enter and exit the loading bay from Burke Road. All vehicles will enter from the south approach and exit in a forwards direction through use of the commercial turntable within the loading area.

Once a delivery has been completed on site, vehicles will exit the site in a forwards direction onto Burke Road travelling northbound (left-out). Trucks exiting the site will use the ‘truck exit’ part of the access which allows for passenger vehicles to continue to enter at all times unobstructed.

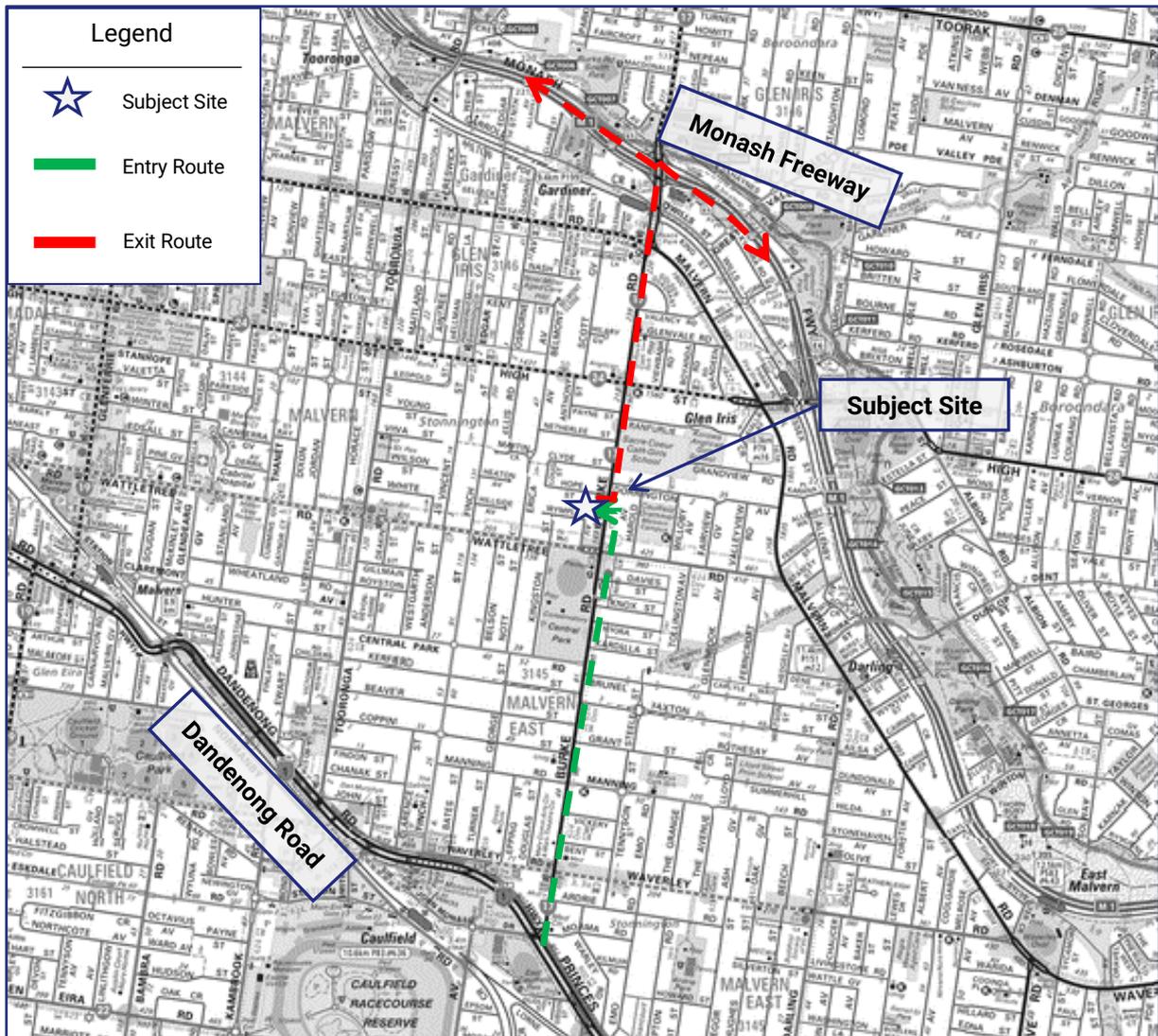


Figure 2: Entry and Exit Loading Routes

All access to the loading area will be via Burke Road.

## 7. Signage

In order to improve the operation of the loading areas, the following signage is proposed to be installed as part of the Loading Management Plan.

- Signage at the loading bay entrance door stating 'NO ENTRY' 'TRUCKS EXCEPTED'.
- Signage on the west side of the loading entry directing vehicles to the parking area.
- 'No Stopping' restrictions to be provided along the site's Burke Road frontage either side of the crossover to facilitate truck movements to/from the site and to assist with visibility to pedestrians.

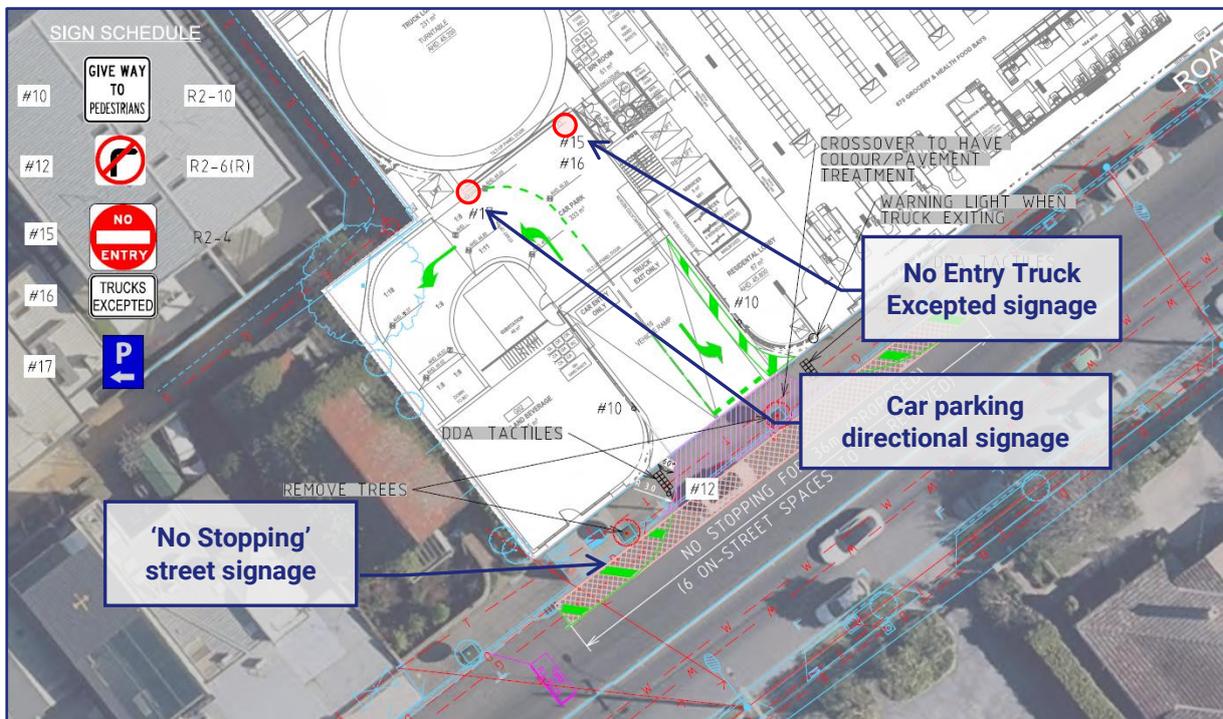


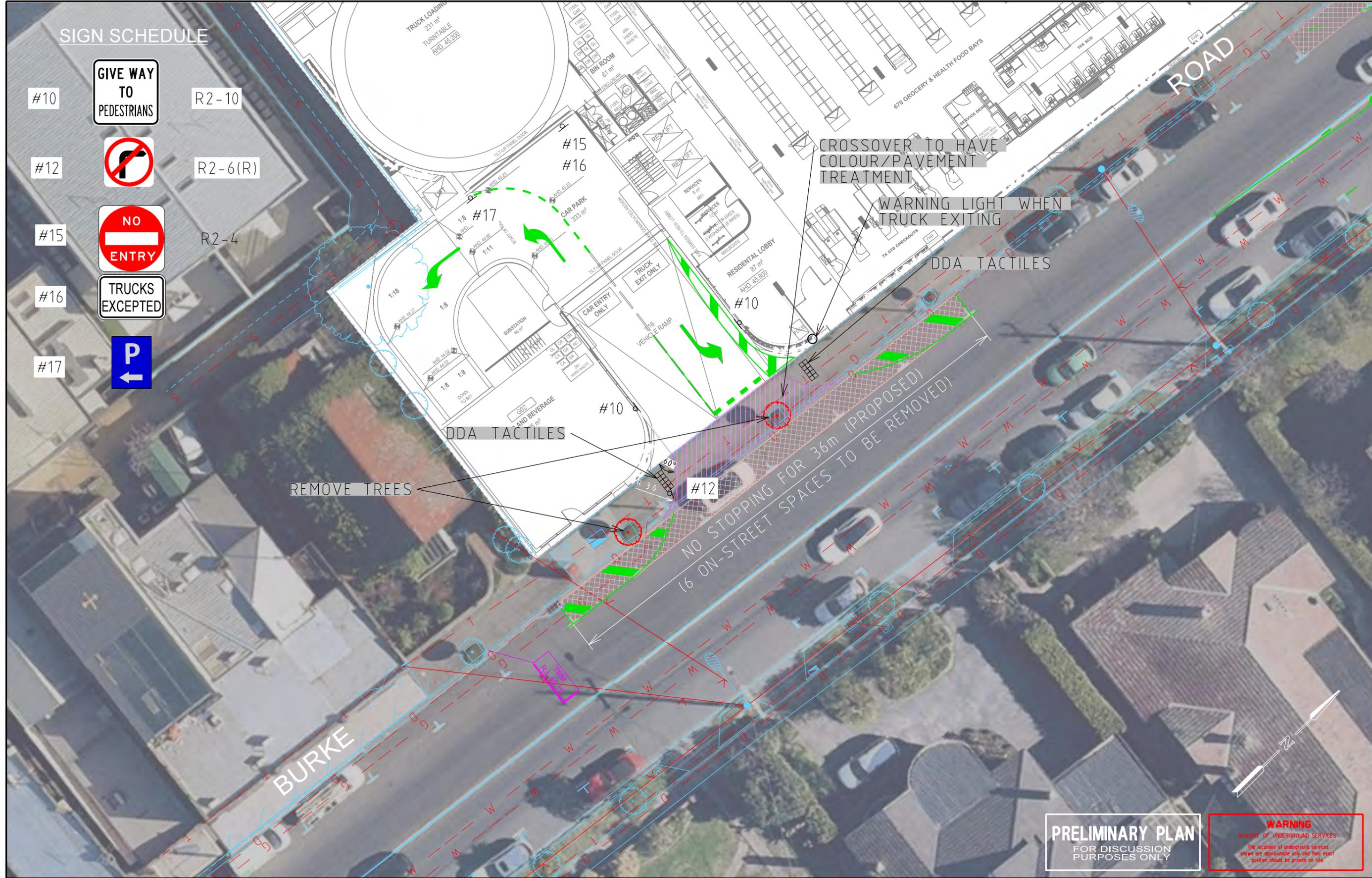
Figure 3: Recommended Location for Signage

All signage will be installed by the operator prior to the occupation and use of the development. It is noted that the location of signage within the plans is indicative only and that exact locations will be determined under on-site supervision from the project manager and may include additional signage and lighting as required.



# Appendix A

## Swept Path Diagrams



**PRELIMINARY PLAN**  
FOR DISCUSSION  
PURPOSES ONLY

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
The locations of underground services shown are approximate only and their exact position should be proven on site.

DATE: 3/06/2024  
MODEL: G28846-04-04\_A  
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C	UPDATED ISSUE	SOK	J STONE (RPE0008161)	06 MAY 2024
D	UPDATED ISSUE	SOK	J STONE (RPE0008161)	09 MAY 2024
E	UPDATED ISSUE	SOK	J STONE (RPE0008161)	17 MAY 2024
F	UPDATED ISSUE	SOK	J STONE (RPE0008161)	03 JUN 2024

**GENERAL NOTES**  
 1 BASE INFORMATION FROM SUPPLIED ARCHITECTS DRAWINGS / AERIAL PHOTOGRAPH (SOURCE: NEARMAP)  
 2 ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL UNLESS SPECIFIED OTHERWISE  
 3 MAIN ROAD - BURKE ROAD (VARIED SPEED ZONE 60km/h SOUTHBOUND & 40km/h NORTHBOUND AT SCHOOL TIMES)

CROSSOVER PAVEMENT TREATMENT  
 ON-STREET PARKING TO BE REMOVED

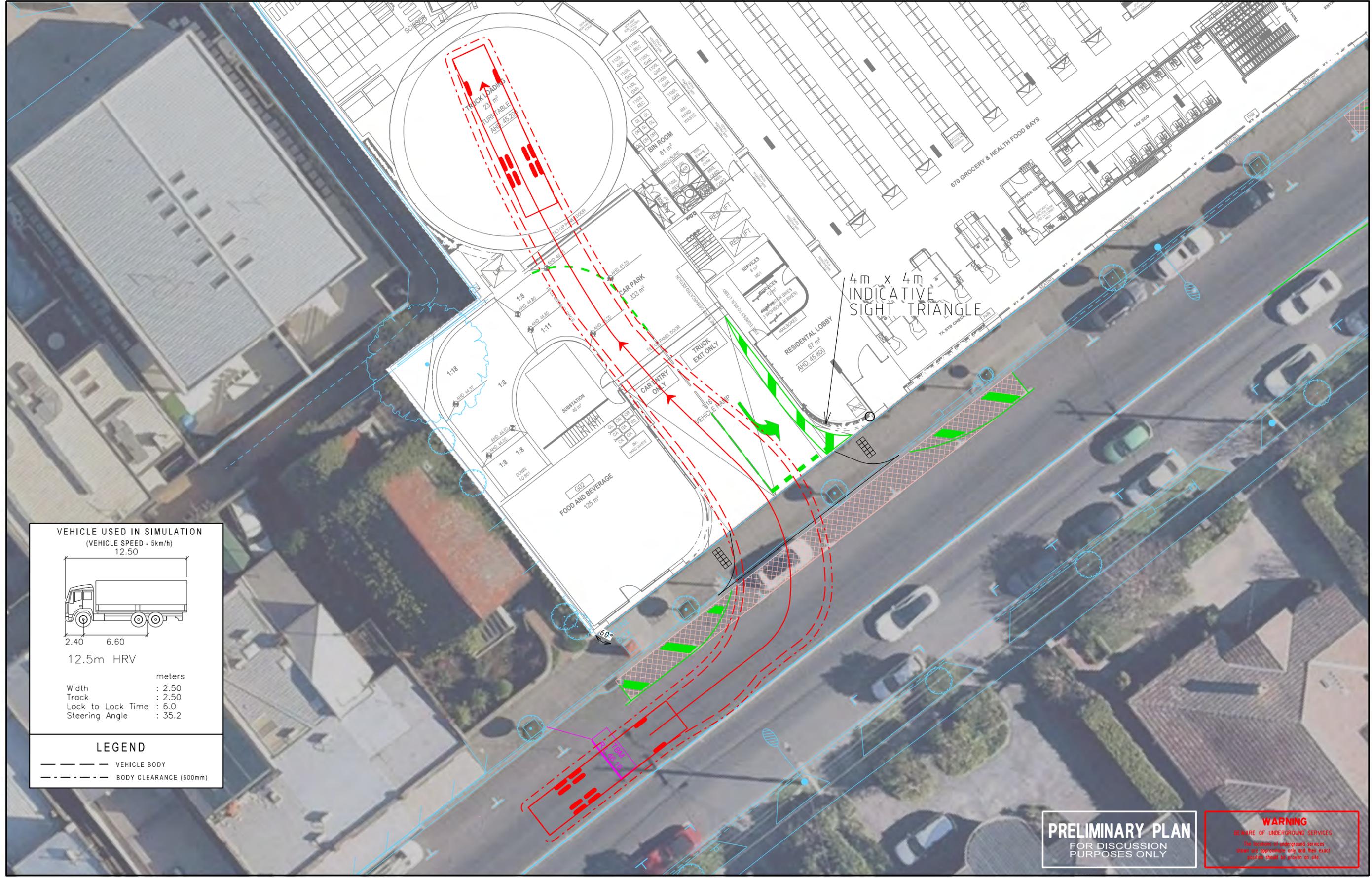
DESIGNED	S STEPHENSON
CHECKED/APPROVED	J STONE
FILE NAME	G28846-01-00.dgn

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 Level 28, 459 Collins Street  
 Melbourne, Victoria 3000  
 +61 3 9822 2888  
 www.traffixgroup.com.au

**173 BURKE ROAD  
 GLEN IRIS  
 STONNINGTON CITY  
 FUNCTIONAL LAYOUT PLAN**

SCALE 0 2.5 5  
1:250 (A3)

SHEET No. 4 of 7 DWG No. G28846-04-04



**VEHICLE USED IN SIMULATION**  
(VEHICLE SPEED - 5km/h)  
12.50

12.5m HRV

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

**LEGEND**

--- VEHICLE BODY  
- - - BODY CLEARANCE (500mm)

**PRELIMINARY PLAN**  
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DESIGNED  
S STEPHENSON

CHECKED/APPROVED  
J STONE

FILE NAME  
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Level 28, 459 Collins Street  
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**173 BURKE ROAD  
GLEN IRIS**

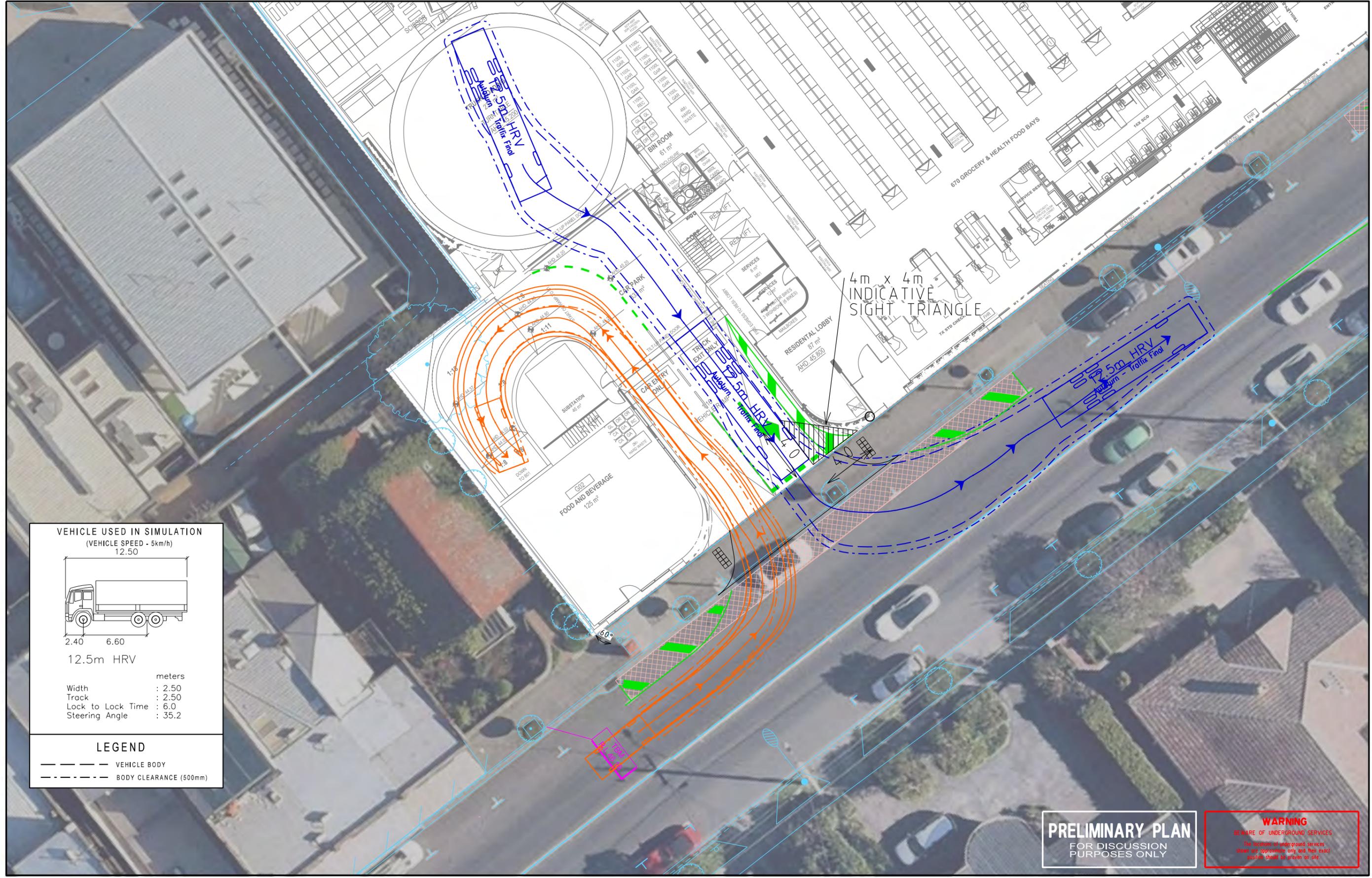
STONNINGTON CITY

**SWEPT PATH ASSESSMENTS**

SCALE 1:250 (A3)

SHEET No. 6 of 7

DWG No. G28846-04-06



**VEHICLE USED IN SIMULATION**  
(VEHICLE SPEED - 5km/h)  
12.50

12.5m HRV

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

**LEGEND**

--- VEHICLE BODY  
- - - BODY CLEARANCE (500mm)

**PRELIMINARY PLAN**  
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B	UPDATED ISSUE	SS	J STONE (RPE0008161)	22 APR 2024
C	UPDATED ISSUE	SOK	J STONE (RPE0008161)	06 MAY 2024
D	UPDATED ISSUE	SOK	J STONE (RPE0008161)	09 MAY 2024
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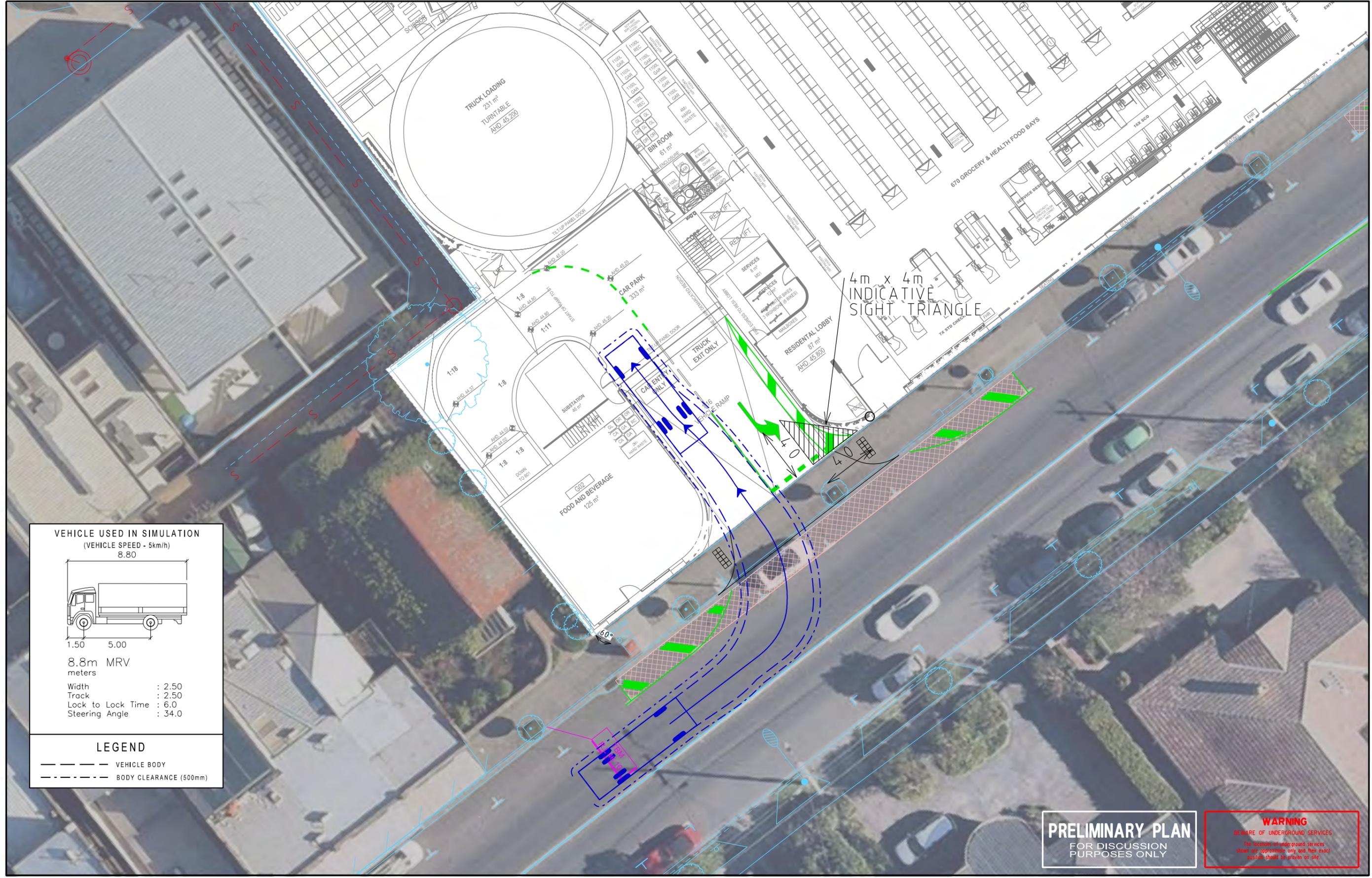
STONNINGTON CITY

**SWEPT PATH ASSESSMENTS**

SCALE 1:250 (A3)

SHEET No. 6 of 7

DWG No. G28846-04-06A



**VEHICLE USED IN SIMULATION**  
(VEHICLE SPEED - 5km/h)  
8.80

8.8m MRV  
meters

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

**LEGEND**

--- VEHICLE BODY  
- - - BODY CLEARANCE (500mm)

**PRELIMINARY PLAN**  
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CHECKED/APPROVED	J STONE
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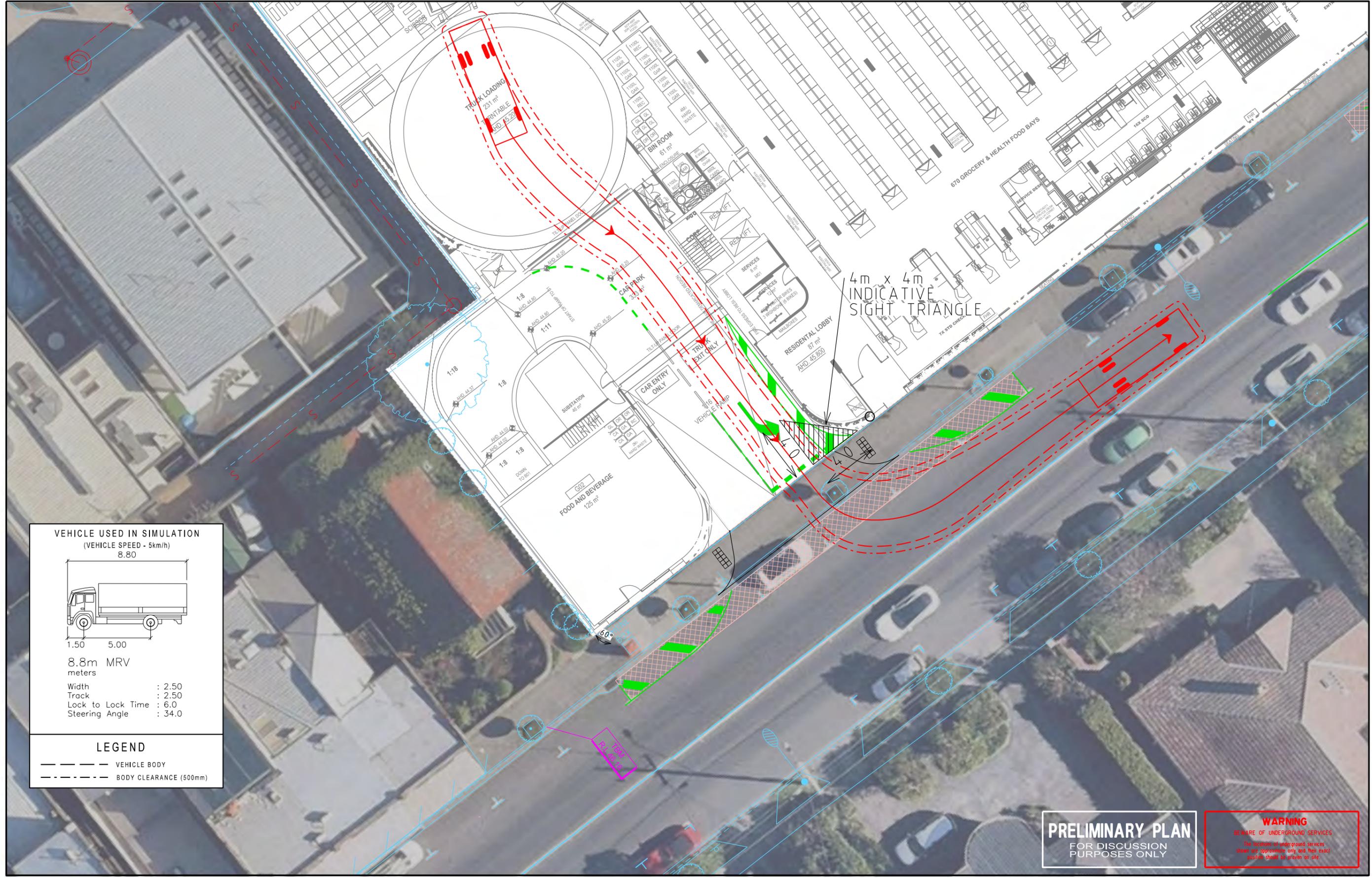
STONNINGTON CITY

**SWEPT PATH ASSESSMENTS**

SCALE 1:250 (A3)

SHEET No. 6 of 7

DWG No. G28846-04-06B



**VEHICLE USED IN SIMULATION**  
(VEHICLE SPEED - 5km/h)  
8.80

8.8m MRV  
meters

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

**LEGEND**

--- VEHICLE BODY  
- - - BODY CLEARANCE (500mm)

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STONNINGTON CITY

**SWEPT PATH ASSESSMENTS**

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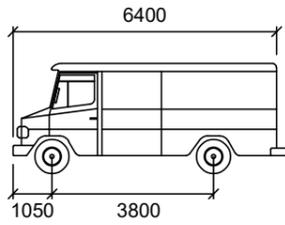
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DWG No. G28846-04-06C

VEHICLE PROFILE

VEHICLE USED IN SIMULATION

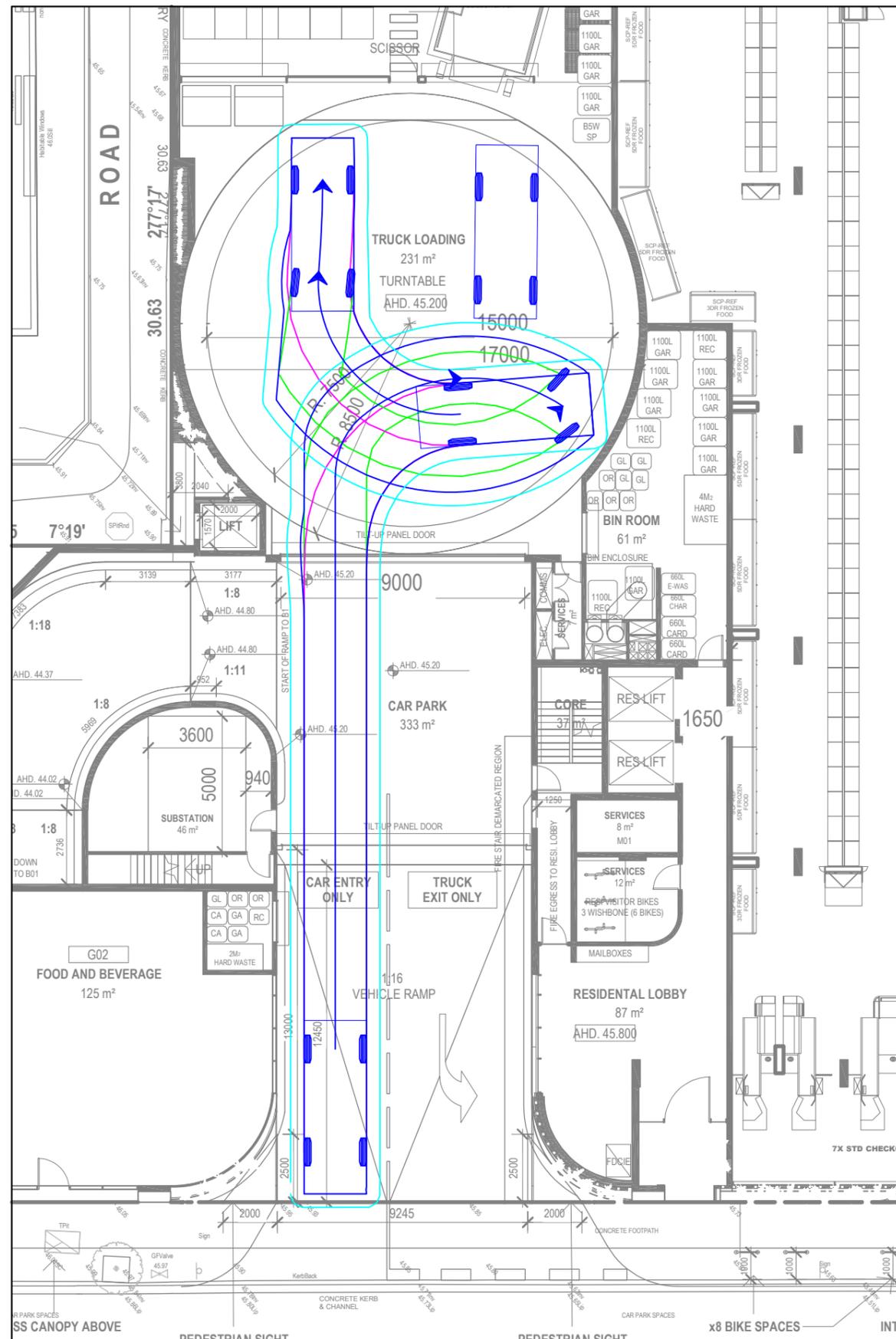
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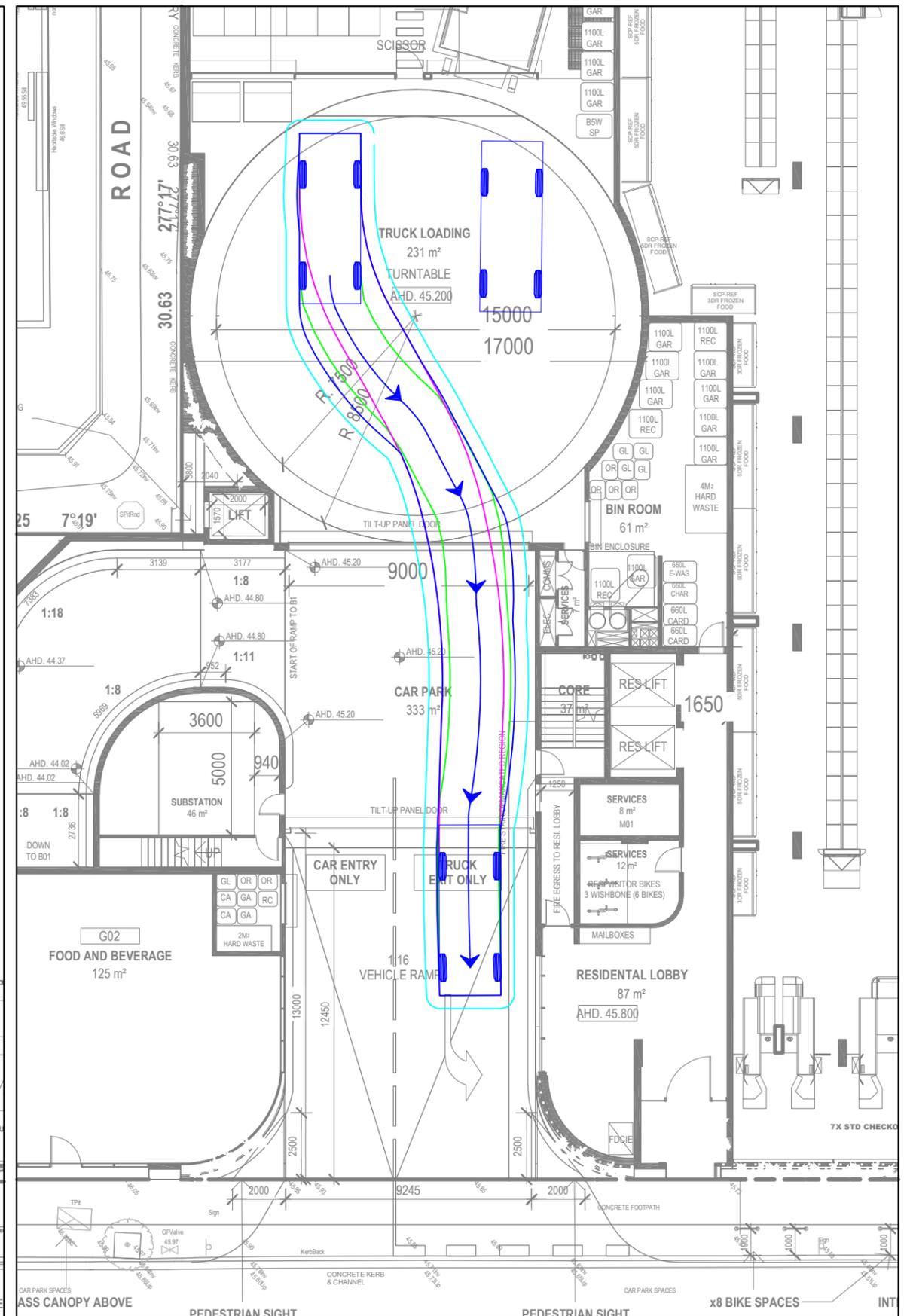
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Track	2300
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Steering Angle	38.0

LEGEND	
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<span style="color: cyan;">—</span>	FRONT WHEELS
<span style="color: blue;">—</span>	VEHICLE BODY
<span style="color: cyan;">—</span>	BODY CLEARANCE

6.4m SRV - INGRESS 1



6.4m SRV - EGRESS 1



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
04A	07/05/2024		D. ECONOMOU	J. STONE

**173 BURKE ROAD, GLEN IRIS**  
PROPOSED MIXED USE DEVELOPMENT

**GENERAL NOTES:**  
BASE INFORMATION FROM:  
23076-PLAN--Area Plan (Gross Building) -  
TP\_GROUND FLOOR.dwg  
DRAWINGS BY: Cera Stribley - dated 11th April,  
2024

FILE NAME: G28846-04A  
SHEET NO.: 11



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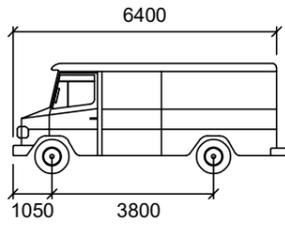
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VEHICLE PROFILE

VEHICLE USED IN SIMULATION  
(VEHICLE SPEED - 5KM/H)

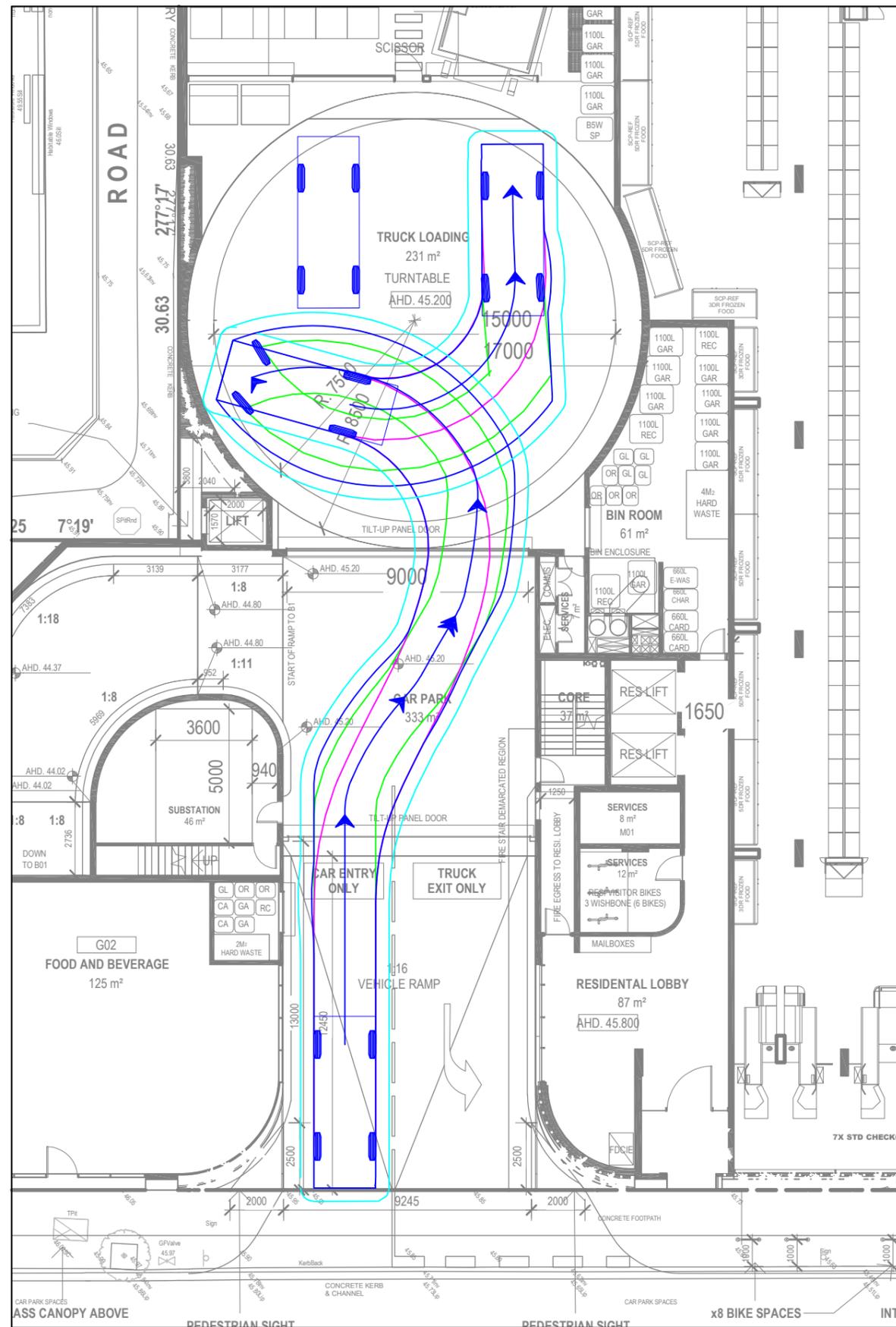


SRV (AS 2890.2) mm  
 Width : 2300  
 Track : 2300  
 Lock to Lock Time : 6.0  
 Steering Angle : 38.0

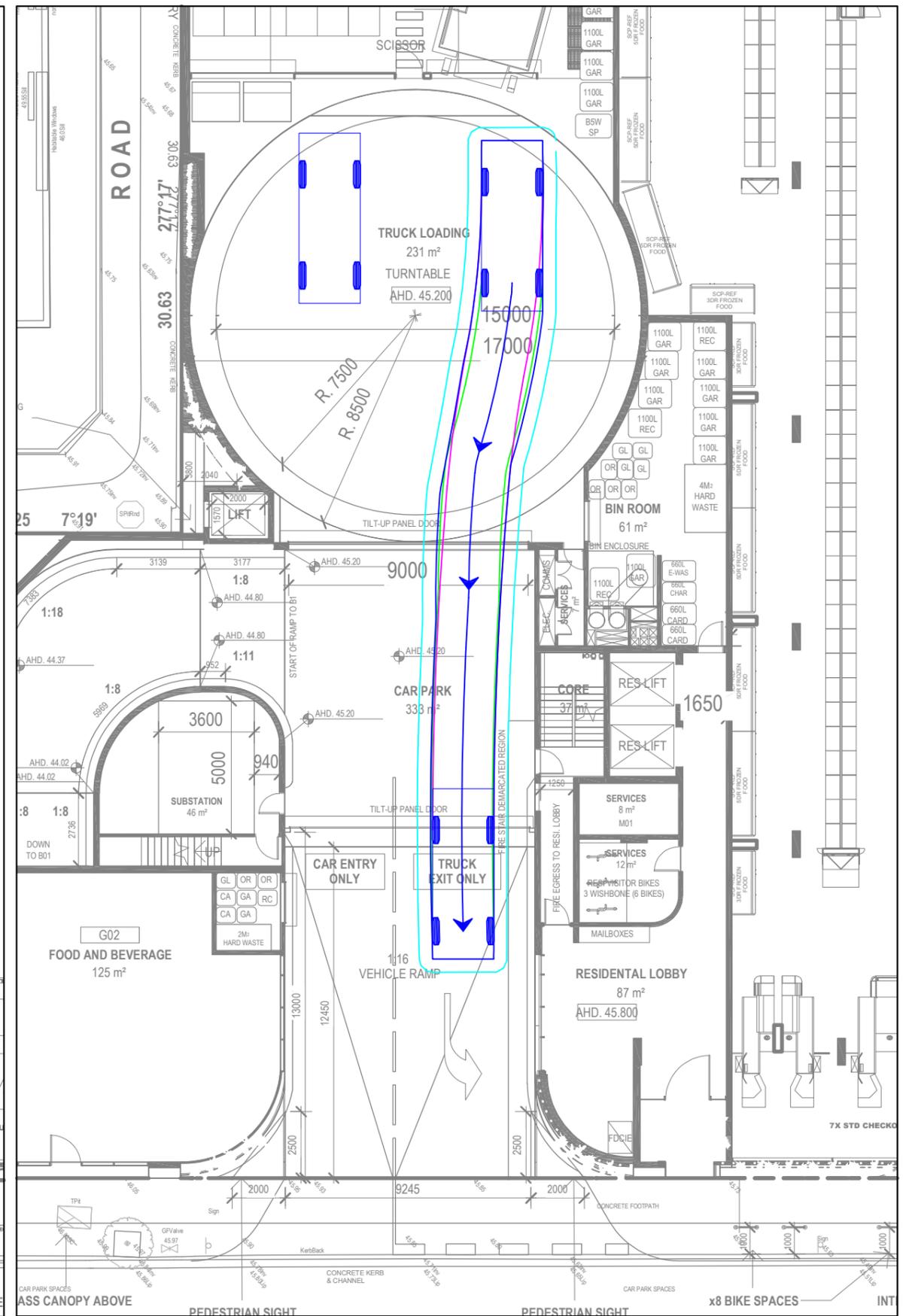
LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

6.4m SRV - INGRESS 2



6.4m SRV - EGRESS 2



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
04A	07/05/2024		D. ECONOMOU	J. STONE

**173 BURKE ROAD, GLEN IRIS**  
 PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:  
 BASE INFORMATION FROM:  
 23076-PLAN--Area Plan (Gross Building) -  
 TP\_GROUND FLOOR.dwg  
 DRAWINGS BY: Cera Stribley - dated 11th April,  
 2024

FILE NAME: G28846-04A  
 SHEET NO.: 12



SCALE: 1:200 (A3)

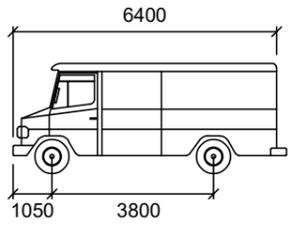
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VEHICLE PROFILE

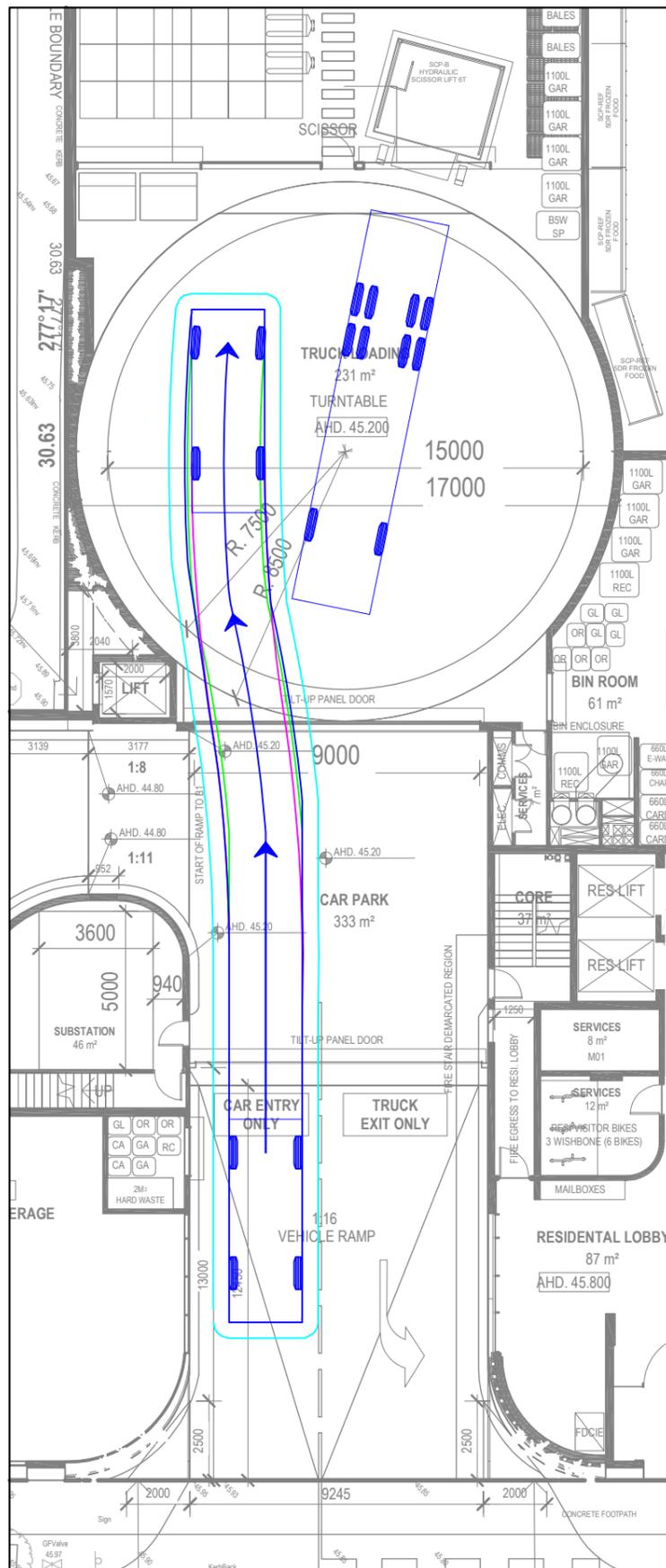
VEHICLE USED IN SIMULATION  
(VEHICLE SPEED - 5KM/H)



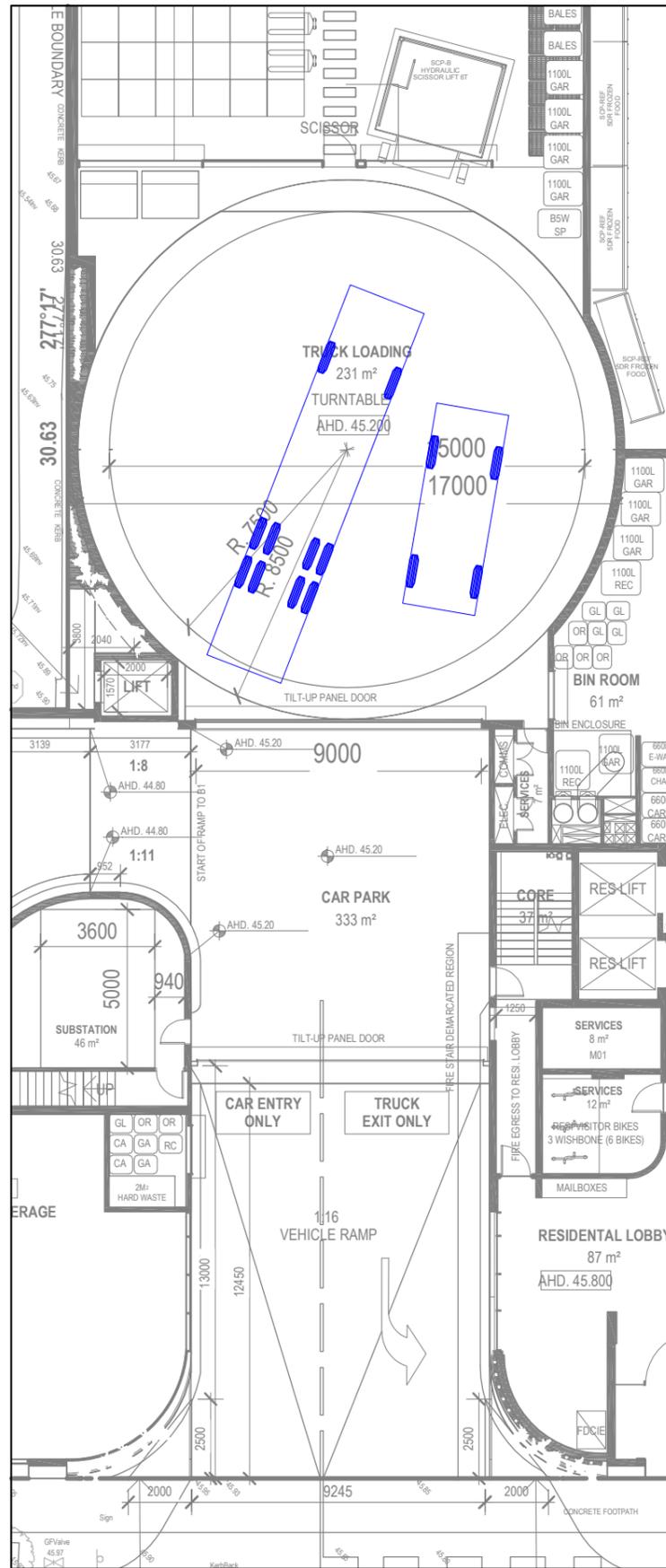
SRV (AS 2890.2) mm  
 Width : 2300  
 Track : 2300  
 Lock to Lock Time : 6.0  
 Steering Angle : 38.0

LEGEND  
 REAR WHEELS (pink line)  
 FRONT WHEELS (green line)  
 VEHICLE BODY (blue line)  
 BODY CLEARANCE (cyan line)

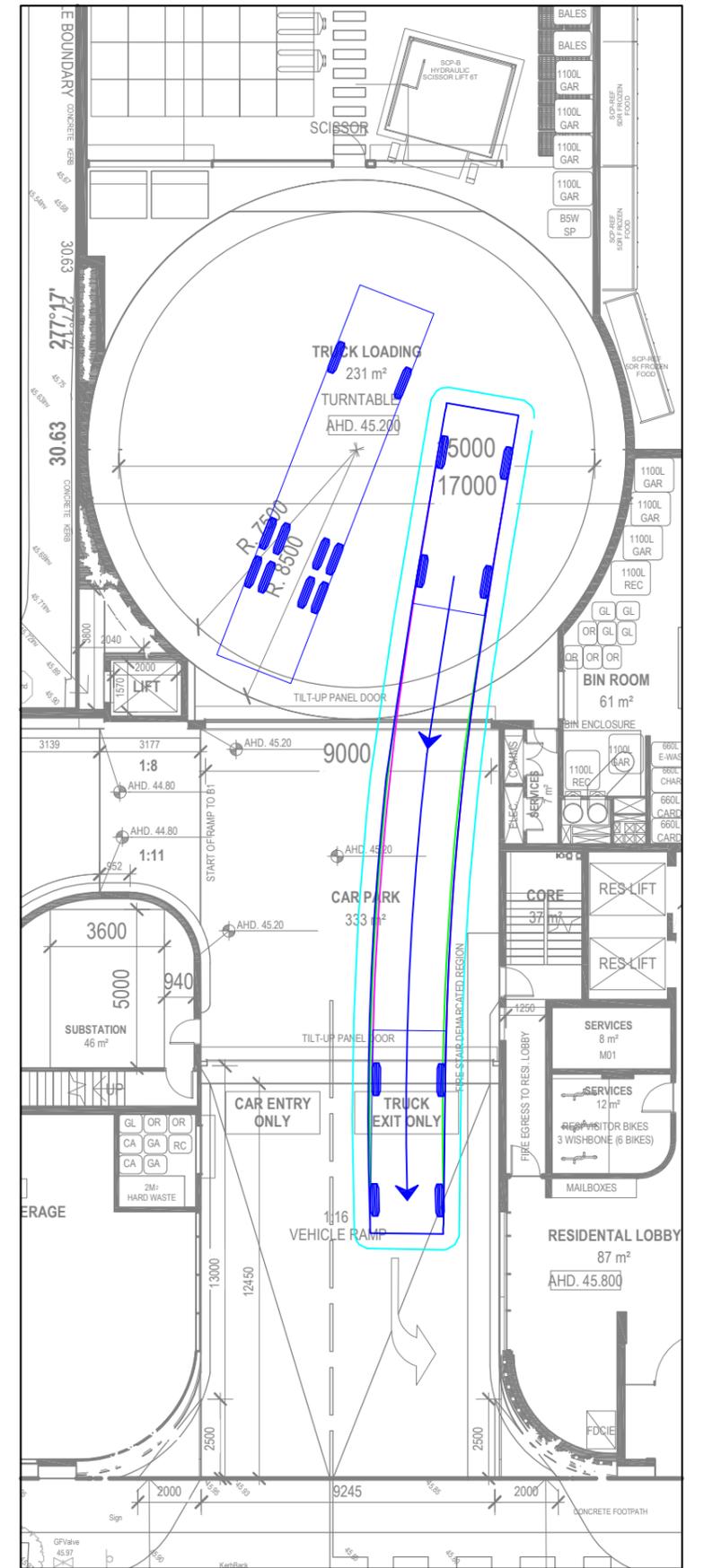
6.4m SRV - INGRESS WITH 12.5m HRV PARKED



6.4m SRV AND 12.5m HRV TURNTABLE ROTATION



6.4m SRV - EGRESS WITH 12.5m HRV PARKED



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
04A	07/05/2024		D. ECONOMOU	J. STONE

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FILE NAME: G2884-04A  
 SHEET NO.: 13



SCALE: 1:200 (A3)

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