495 - 511 Lygon Street, Brunswick East

Loading Management Plan

190065LMP001E-F.docx

30 October 2025

onemile**grid**

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DOCUMENT INFORMATION

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one*mile****grid*** *operates from Wurundjeri Woiworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.*

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1 INTRODUCTION

onemile**grid** has been requested by VMCC Joint Venture Pty Ltd to prepare a Loading Management Plan (LMP) for the proposed mixed-use development at 495 - 511 Lygon Street, Brunswick East.

A Planning Permit (Permit No. MPS/2020/57) has been issued for the development of the site subject to Conditions.

This report has been prepared to respond to Condition 22, which is reproduced below.

> *22. Prior to the endorsement of plans a loading management plan prepared by a suitability qualified professional must be submitted to and approved by the Responsible Authority. The report must include all recommendations for loading bay operation outlined on page 28 (Loading Dock Use) of the Acoustic Assessment prepared by Watson Moss Growcott dated 31 July 2024. When submitted and approved to the satisfaction of the Responsible Authority, the Loading Management Plan will be endorsed to form part of this permit. No alterations to the plan may occur without the written consent of the Responsible Authority. The recommendations of the plan must be implemented to the satisfaction of the Responsible Authority.*

2 DEVELOPMENT PROPOSAL

It is proposed to develop the site for the purposes of a mixed-use development as summarised below in Table 1 below.

Table 1 Development Summary

Use	*Type*	*No/Area*
Dwelling	One-bedroom Apartment	7
	Two-bedroom Apartment	26
	Three-bedroom Apartment	11
	Four-bedroom Apartment	2
	Sub-total	**46 dwellings**
Retail/Commercial	3 x Retail Tenancies (Ground Floor)	401 m²
Community Hall (Ground Floor)		545 m² (max 100 patrons)
Community Facilities (First Floor)		162 m²

A total of 80 car parking spaces, including one accessible space, are proposed for the development, accessed directly from the western laneway.

A ground level loading dock is proposed on the western side of the building, adjacent to the ramp to the basement levels, and an additional loading bay is provided on basement level 1. It is anticipated that the ground floor loading dock will be utilised for loading and deliveries associated with the commercial tenancies, including the community hall, whereas the basement level loading area will be utilised for waste collection and resident loading (e.g. moving in / moving out of the building).

Access to the basement car park and loading bay on basement level 01 is provided using a ramp via the laneway from Stanley Street.

3 LOADING ARRANGEMENTS

3.1 Loading Dock – Ground Level

As mentioned above, it is proposed to accommodate the majority of loading operations within the on-site loading dock located on the western side of the building on the ground floor.

Swept paths have been prepared, and are provided in Appendix A, demonstrating access to the ground floor loading dock with a 6.4 m small rigid vehicle (SRV).

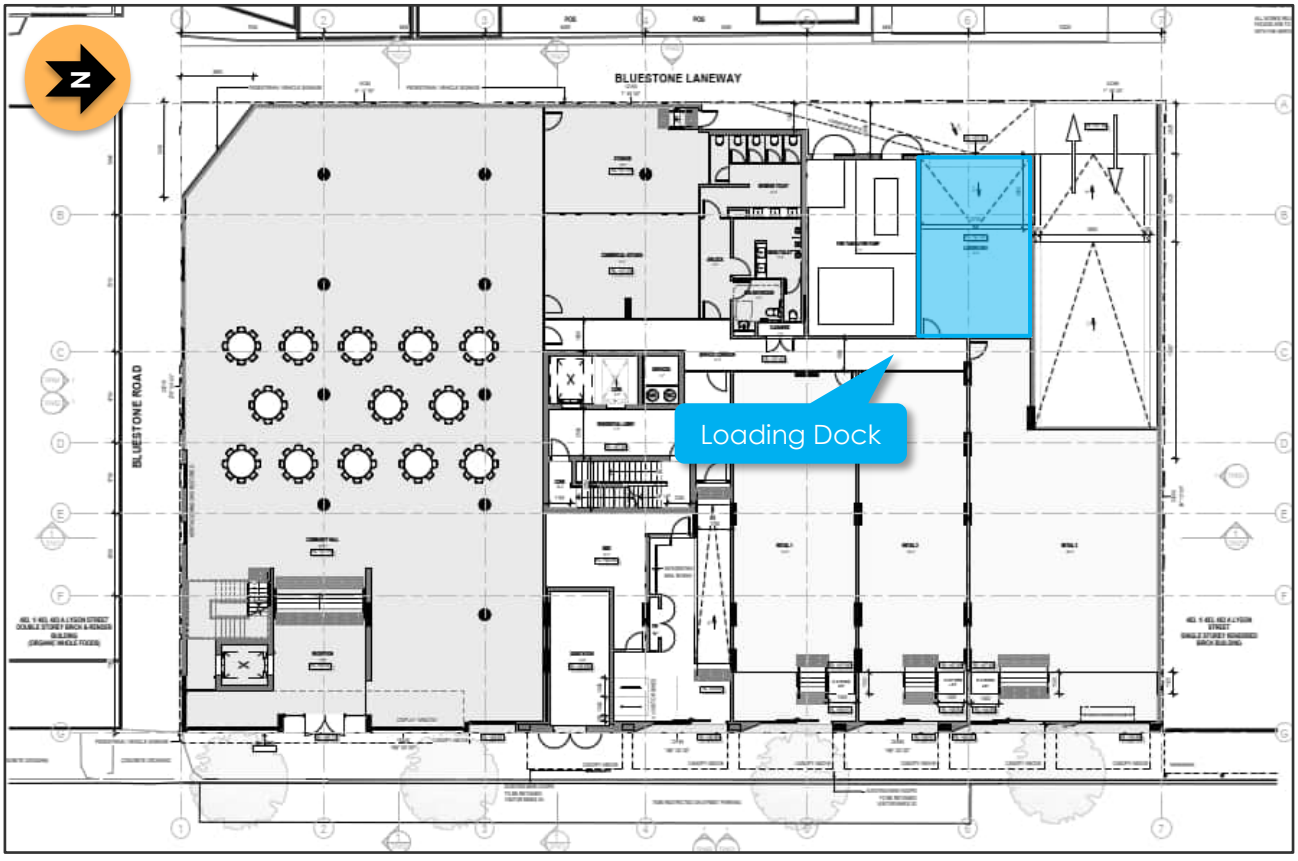
The swept paths show that vehicles up to 6.4 metres are able to access the site via the northern approach from the laneway and reverse into loading bay. The swept paths demonstrate that the SRV is able to exit the loading bay in a single movement to the south, with no corrective manoeuvres required.

The operator will be responsible for ensuring that no larger vehicles enter the site, and advising drivers of the appropriate route to and from the site. This can be achieved through contracts through logistics companies or similar.

Additionally, direct access to the loading bay is provided via the hallway at the rear of the retail tenancies, which allows for convenient access for loading operations.

A view of the location of the loading dock on the ground floor is provided in Figure 1 below.

Figure 1 Loading Dock – Ground Level



3.2 Loading Bay – Basement Level 01

A loading bay is provided on the first basement level which is proposed with a width of 2.6 metres and a length of 5.4 metres (wall to access aisle).

The loading bay is proposed to accommodate all waste collection associated with the development, which will be undertaken by a 6.4 m rear-lift waste collection vehicle (mini-loader).

Swept paths have been prepared which illustrate appropriate access to and from the first basement level with a mini-loader from the rear laneway. The swept paths show reverse entry into the loading bay from the ramp, and the mini-loader vehicle exiting the loading bay to the ramp in a single movement.

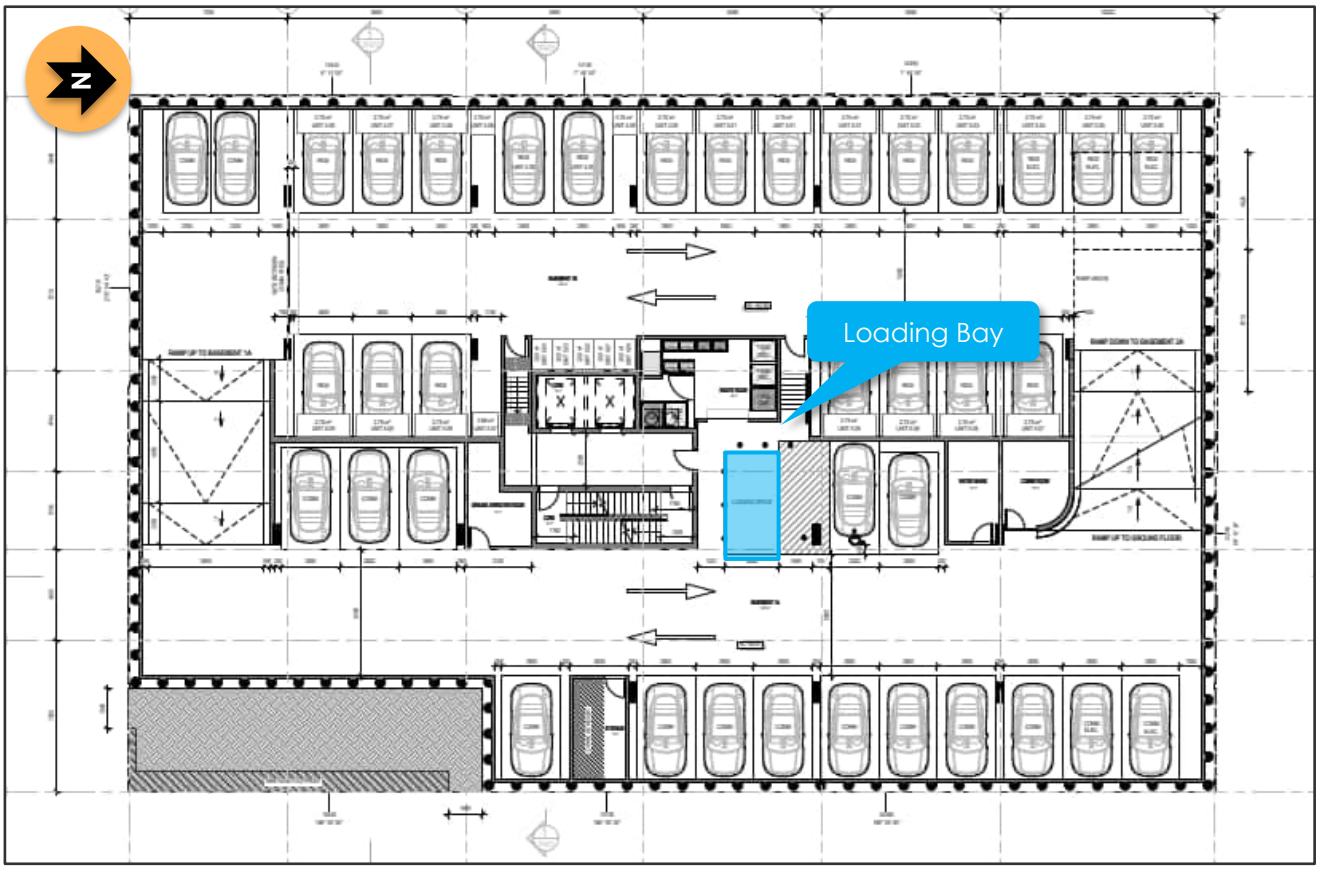
The loading bay is located appropriately adjacent to the bin storage room, to allow for ease of bin transfer to the waste collection vehicle propped within the loading bay.

Additionally, bollards are provided along the western boundary of the loading bay, to allow for safe pedestrian access to the central lift and stairs.

Furthermore, the loading bay on the first basement level may be utilised for smaller loading vehicles as required, such as residential removals, and is located appropriately adjacent to the lift / stairwell to allow for these operations.

A view of the location of the loading bay on the basement level is provided in Figure 2 below.

Figure 2 Loading Bay – Basement Level 01



3.3 Access

It is the responsibility of the operator to ensure that external on-site loading is undertaken by commercial vehicles no larger than 6.4 m small rigid vehicle (SRV), with internal loading to be undertaken by a 6.4 m rear-lift waste collection vehicle (mini-loader).

For the ground level loading bay, the inbound 6.4 m small rigid vehicle (SRV) will travel eastbound along Stanley Street and reverse into the loading bay. Outbound trucks will then exit in a forward direction travelling southbound along the laneway.

For waste collection, the mini-loader will enter the site via the rear laneway in the north and enter the first basement level via the ramp. Outbound trucks will then exit the basement level in a forward direction, and travel westbound along the laneway to Stanley Street.

onemile**grid** has prepared swept path diagrams, attached in Appendix A, which demonstrate the turning movements of a SRV and mini-loader accessing each respective loading area and exiting in a forward direction.

3.4 Timing and Scheduling

The operator will be responsible for scheduling, coordination and communication of loading operations. With respect to loading operations, the key responsibilities of the operator will include:

- Communication of schedules and safety precautions of truck drivers; and
- Scheduling of loading activities to monitor the frequency and size of loading vehicles accessing the site and maintain its safe and efficient operation.

In regard to waste collection in the **basement loading bay**, the acoustic report prepared by Watson Moss Growcott dated 31 July 2024 provides various recommendations for appropriate hours of collection for domestic and industrial waste collection. With all waste bins to be stored in a shared bin room on the basement 1 level of the building, the most restrictive (domestic) hours of collection should be adopted if possible. These are as follows:

- Collection occurring more than once a week should be restricted to 7am – 6pm, Monday to Saturday.

3.5 Implementation

The implementation of this 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.

3.6 Acoustic Report Recommendations

The acoustic report prepared by Watson Moss Growcott dated 31 July 2024 provides a series of preliminary recommendations regarding the use of the **ground-level loading dock**, summarised as follows:

- *Vehicle engines and any associated motors must be turned off whilst the vehicle is located within the loading area.*
- *Vehicles must be unloaded by hand any not include the use of any mechanical systems which may produce noise which could be intrusive.*
- *Use of the loading dock must be limited in accordance with Merri-bek City Council Local Law as follows:*

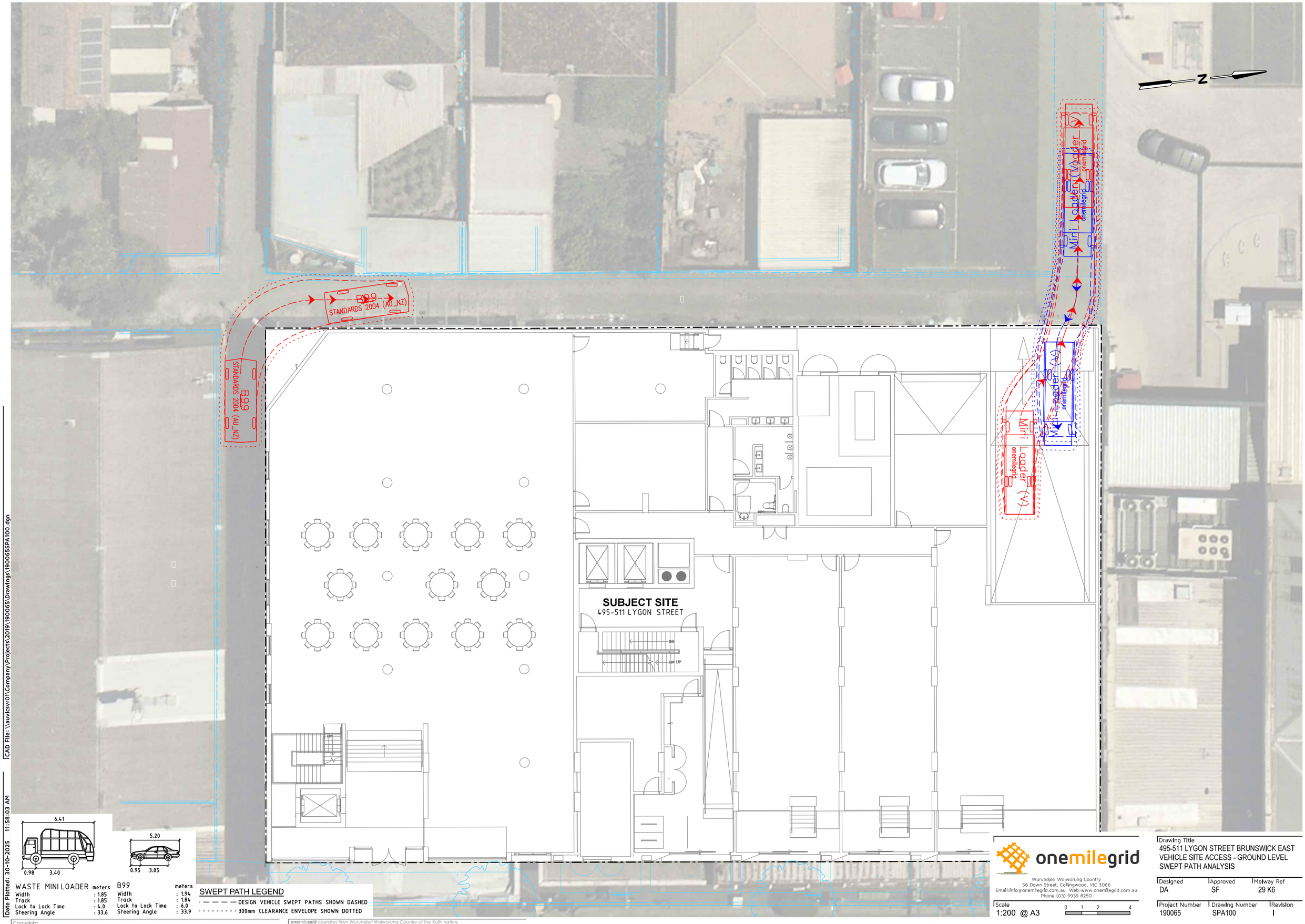
  Unless in accordance with a permit, deliveries of any goods to or collections of any goods from any non- residential premises must only be made between the hours of:

  a) 7:00am and 10:00pm Monday to Saturday; or

  b) 9:00am and 10:00pm Sunday & Public Holidays;
- *Commercial vehicles operated by commercial tenancies which use the loading bay and include safety alarms that activate during reversing must be fitted with 'new generation' broadband reverse alarms, which vary their noise output according to the ambient noise level in the surrounding environment. These reversing alarms should be selected for the lowest noise level consistent with safe operation (to be confirmed by others).*

The acoustic report concluded that with the inclusion of the above limitations, it is expected that noise emissions due to commercial use of the loading area would be unlikely to impact on the acoustic amenity of the surrounding environment.

Appendix A Swept Path Analysis



CAD File: \\auvlcsvr01\Company\Projects\2019\190065\Drawings\190065SPA100.dgn

Date Plotted: 30-10-2025 11:58:03 AM

WASTE MINI LOADER	meters	B99	meters
Width	: 1.85	Width	: 1.94
Track	: 1.85	Track	: 1.84
Lock to Lock Time	: 4.0	Lock to Lock Time	: 6.0
Steering Angle	: 33.6	Steering Angle	: 33.9

SWEPT PATH LEGEND

- — — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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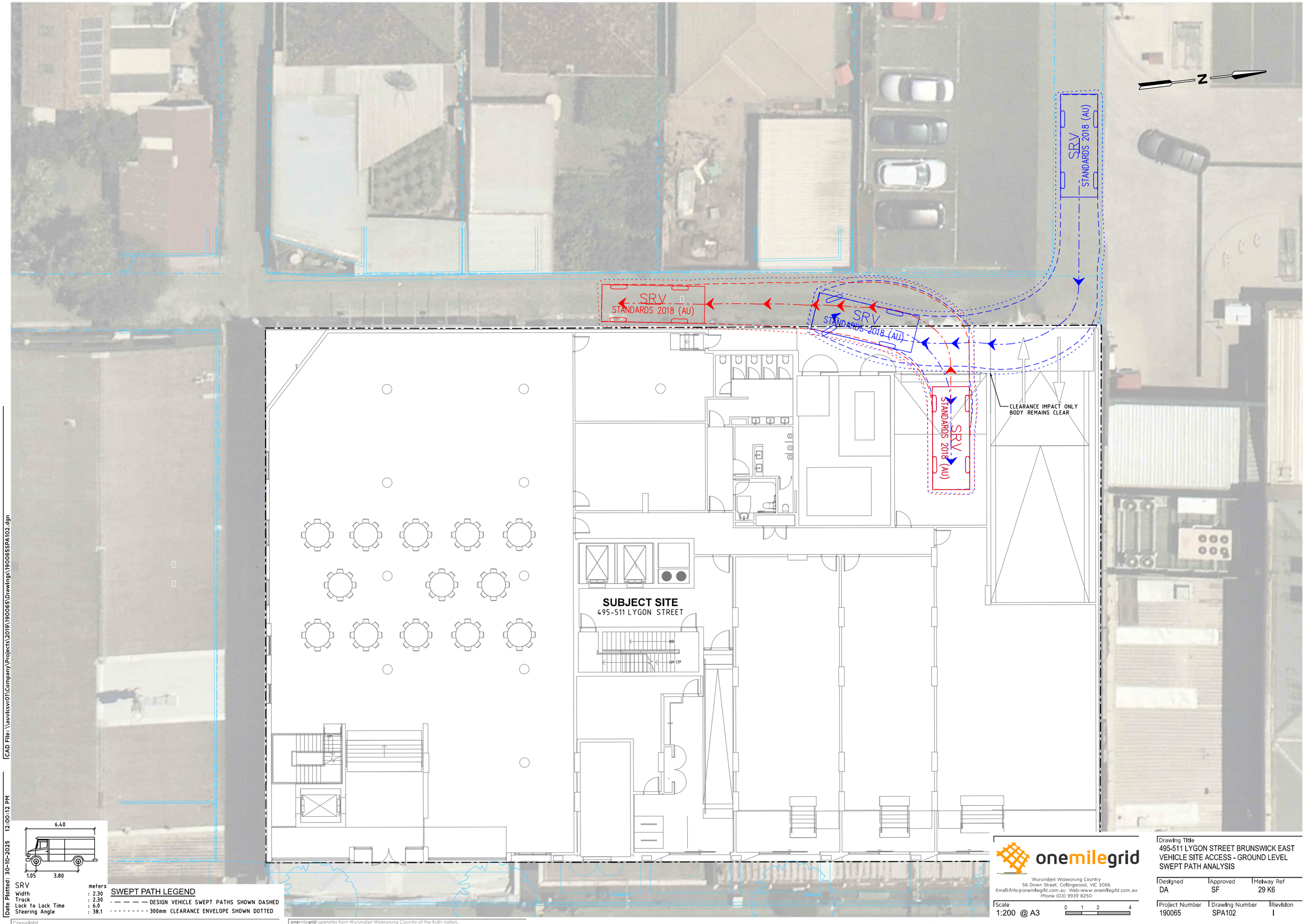
Scale 1:200 @ A3

0 1 2 4

Drawing Title
495-511 LYGON STREET BRUNSWICK EAST
VEHICLE SITE ACCESS - GROUND LEVEL
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	SF	29 K6

Project Number	Drawing Number	Revision
190065	SPA100	I



CAD File: \\auvlcsvr01\Company\Projects\2019\190065\Drawings\190065SPA102.dgn

Date Plotted: 30-10-2025 12:00:12 PM

SRV	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

SWEPT PATH LEGEND

- — — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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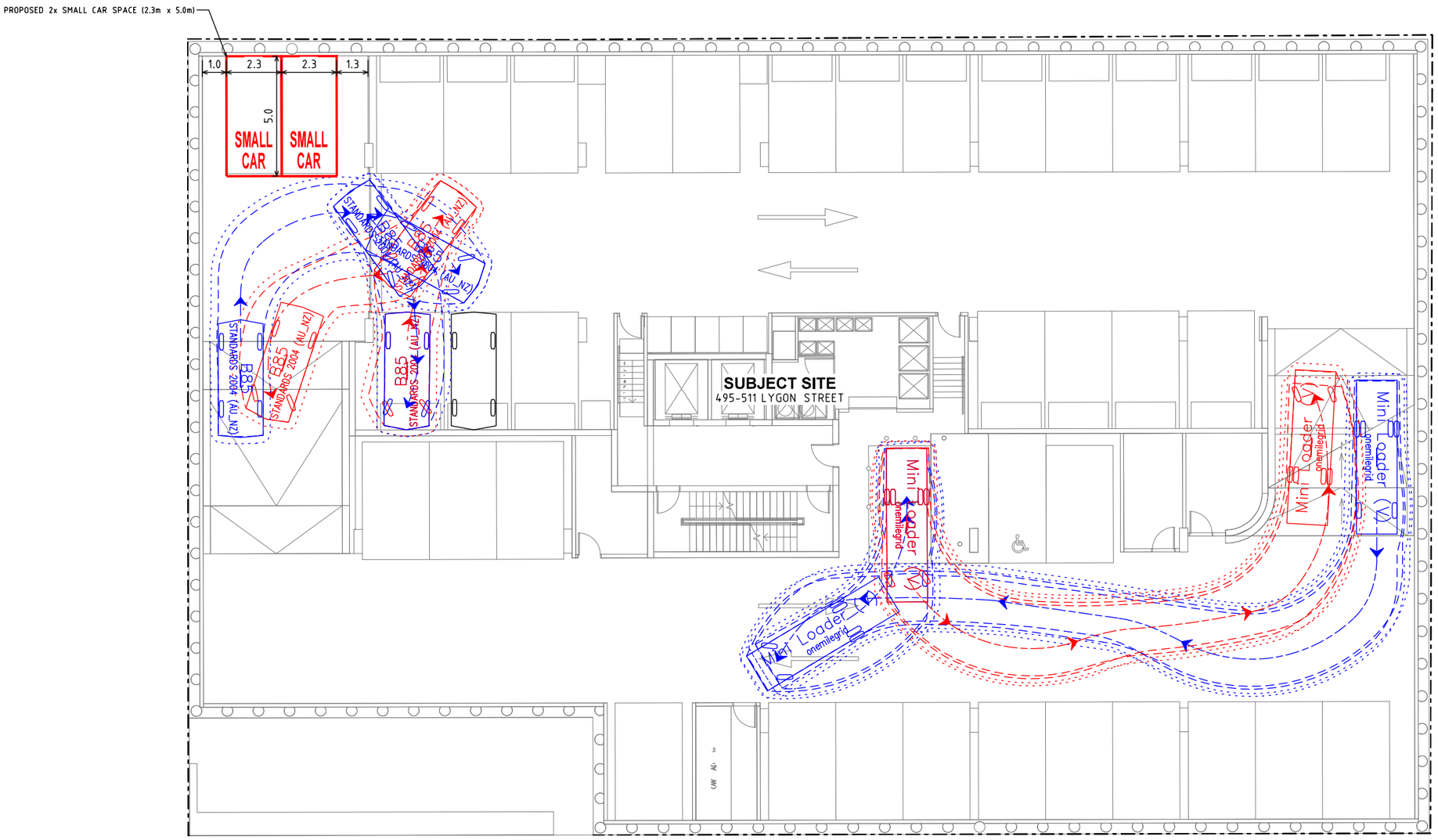
Scale
1:200 @ A3
0 1 2 4

Drawing Title
495-511 LYGON STREET BRUNSWICK EAST
VEHICLE SITE ACCESS - GROUND LEVEL
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	SF	29 K6

Project Number	Drawing Number	Revision
190065	SPA102	I

PROPOSED 2x SMALL CAR SPACE (2.3m x 5.0m)



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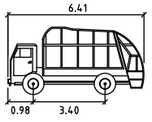

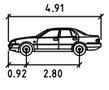

WASTE MINI LOADER	meters	B85	meters
Width	: 1.85	Width	: 1.87
Track	: 1.85	Track	: 1.77
Lock to Lock Time	: 4.0	Lock to Lock Time	: 6.0
Steering Angle	: 33.6	Steering Angle	: 34.1

SWEPT PATH LEGEND

- — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Scale 1:200 @ A3 (0 1 2 4)

Drawing Title
495-511 LYGON STREET BRUNSWICK EAST
VEHICLE SITE CIRCULATION - BASEMENT LEVEL 1
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	SF	29 K6

Project Number	Drawing Number	Revision
190065	SPA200	I