

> Marrickville Metro



Management Plan for Dock 4 Smidmore Street

APRIL 2018

This paper has been prepared for NSW Department of Planning and Environment
Marrickville in support of the S75W submission (MP 09_0191 MOD 6).

1. Existing and Future Dock Locations

Marrickville Metro is currently serviced via 5 docks as identified on the plan in Appendix A.

- Dock 1 is located on the northern side of the property and is accessed via Murray street.
- Dock 2 is located on Murray street and is dedicated to Aldi supermarket and Panetta's Fruit and Vegetable store.
- Dock 3 is located on Murray street and is used by specialty retailers.
- Dock 4 is located on Smidmore street midway between the block. It is approximately 50 metres from Murray street intersection and 100 metres from Edinburgh Road. It is 100m from the nearest residential house.
- Dock 5 is located Smidmore street and is dedicated to Kmart and Woolworths.

All of the above docks will continue to operate in the same locations post completion of the Stage1B development.

Post Stage 1B Development

The new building bounded by Smidmore street, Murray Street and Edinburgh Roads will be serviced via a new dock (Dock 6) located on Murray Street.

Post Stage 2 Development

The stage 2 development includes the demolition of docks 1,2,3 and 4 and consolidation into a new dock on Murray street.

2. Delivery volumes

A survey of dock 1, 2, 3, 4 was completed by GTA Traffic consultants to assess the vehicle movements. The survey was conducted on two consecutive Thursdays and Fridays on the basis that these are typically the busiest days.

The survey demonstrated the following vehicle movements per day.

	Thursday	Friday
Dock 1	14 to16	13 to 17
Dock 2	25 to 32	23 to 29
Dock 3	74 to 83	72 to 80
Dock 4	32 to39	36 to47

Although not surveyed, dock 5 is dedicated to Kmart and Woolworths and would typically have 4 truck movements per day.

3. Existing Permitted Loading Hours

Under the current DA approval, loading hours for all docks in the existing centre and the new building for stage 1B are limited to between 7am to 7pm (DA condition F5).

4. Management of Loading Docks

Dock management is carried out by the shopping centre security personnel.

Deliveries of all goods materials and equipment are made at the closest loading dock as designated by shopping centre security. Materials and equipment is delivered via the rear access doors of individual tenancies where possible. Transport of goods through the public malls during peak trading hours is not permitted. Any large deliveries of materials and equipment to the site must be advised to Security.

Parking is not permitted in loading docks.

5. Retailer Handbook

Marrickville Metro already has a Retailer Handbook which is used to inform retailers of the management practices in the centre and to remind them of their obligations.

As part of the stage 1B construction, AMP propose to expand the existing manual to include the following:

- Permitted delivery times.
- Preferred delivery dock allocation for each retailer
- Any dock specific instructions (eg dock 4).
- Retailer obligations
- The need for all heavy vehicles to utilise Edinburgh Road as the primary route before turning into Murray street or Smidmore street.

6. Audit of Dock 4 Vehicle Movements

A survey of vehicle movements for loading dock 4 was conducted during the week of 15th March 2018 to Wednesday 21st March 2018. The results are shown in the table below.

	Thur 15/3/18	Fri 16/3/18	Sat 17/3/18	Sun 18/3/18	Mon 19/3/18	Tue 20/3/18	Wed 21/3/18	Total	%
Car / Van	29	32	26	19	24	31	48	209	66%
6.5m truck	21	13	3	1	12	9	14	73	23%
8.8m truck	4	9	2	2	3	3	4	27	9%
12.5m truck	0	3	0	0	4	1	0	8	3%
Total	54	57	31	22	43	44	66	317	100%

- 89% of the vehicle movements are cars, vans or small (6.5m) trucks.
- 9% of vehicle movements are 8.8m trucks, equating to 27 movements per week.

- 3% are 12.5m trucks equating to 8 movements per week.
- There were no vehicles larger than 12.5m.

7. Proposed Design of Dock 4

The proposed dock 4 design is shown appendix B.

The dock is designed to be visually and physically separated from the public domain connecting the existing centre and the expansion. The public domain is pedestrian centric and comprises a mix of pedestrian only and shared zone, but is envisaged to be seamless throughout, but delineated by the use of ground material and colour contrasting colours. The loading dock falls within this strategy. The loading dock has a surface of dark grey Tarmac, which specifies it as a vehicular centric area and contrast visually with the pedestrian area to the east. This area is also physically separated by bollards with chains spanning between them to endeavour to prevent people entering this zone.

Some of the bollards will be removable to allow for the loading dock to be managed and coordinated with the surrounding pedestrian movement.

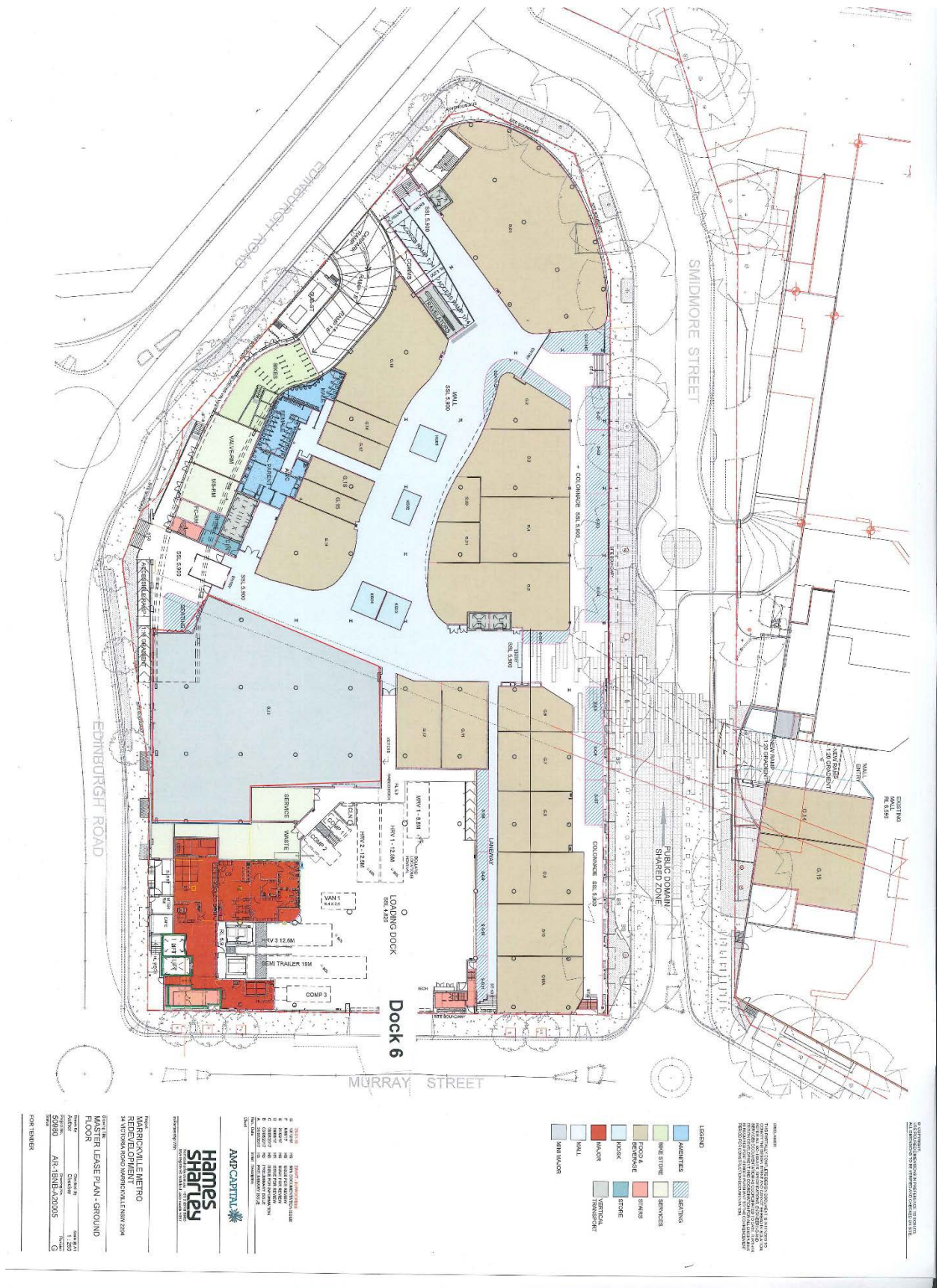
8. Proposed Operational Management of Dock 4

Given the close proximity of dock 4 to the pedestrian entry of the shopping centre it is important that careful consideration is given to the operational management so as to mitigate any risks.

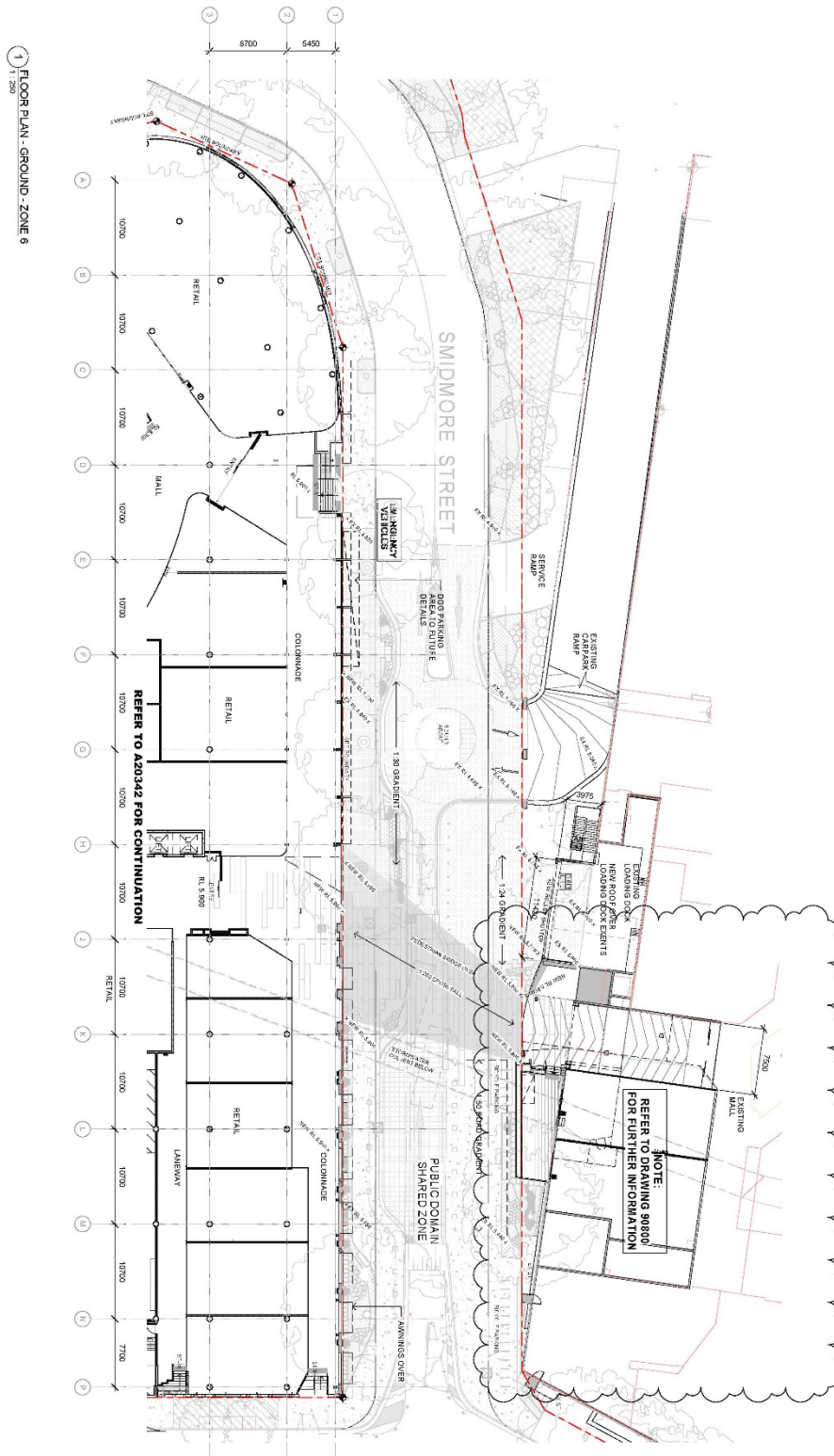
The following is proposed:

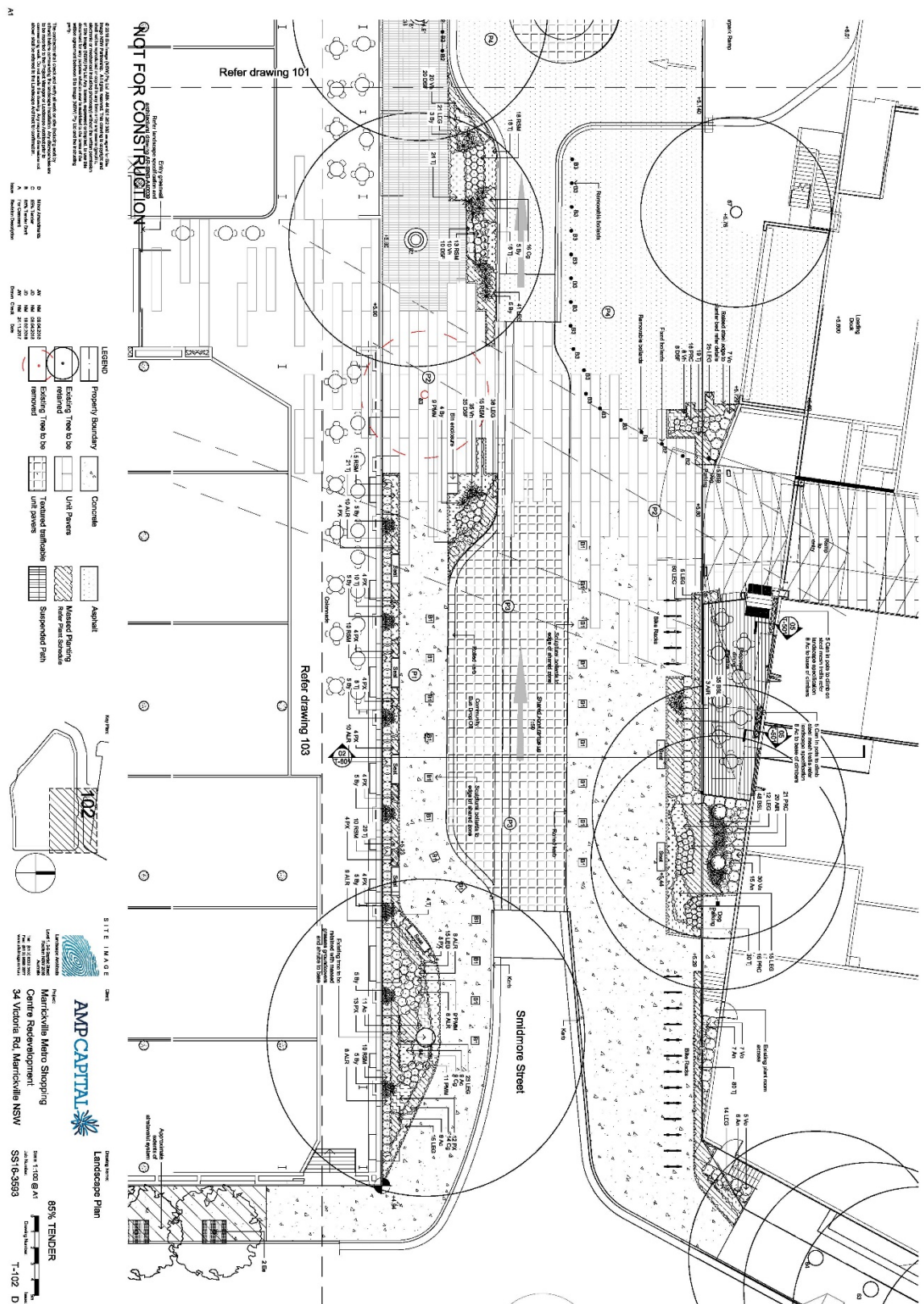
- All vehicles will approach from Edinburgh Road and travel east along Smidmore street.
- Loading hours for dock 4 be amended to 5am till 11am. The early opening time can be justified by the docks mid-block location in Smidmore street, well away from neighbouring residential housing.
 - The Marshall Day Acoustics report titled "Marrickville Metro Loading Dock 4 Revised Operating Hours" dated 20th April 2018 presents the results of an acoustic analysis and concludes the following: *"MDA has conducted an assessment of the noise compliance associated with the operation of Loading Dock 4 at Marrickville Metro Shopping Centre during the sought 0500 to 1100hrs extension of hours period. Noise from all loading dock activities and delivery vehicles has been considered. Based on the delivery vehicle volumes, worst case scenario and loading dock assumptions in Section 5.1, noise from operation of Loading Dock 4 during the sought extension of hours has been demonstrated as being capable of compliance with the applicable NSW EPA's INP noise criteria."*

- Dock 4 is already equipped with CCTV that ensures all vehicle movements to be recorded.
- The Retailer Hand Book will be updated to confirm the delivery dock allocated for each tenant. This will result in the number of 8.8m or 12.5m trucks using dock 4 reducing to approximately 4 per day. These will be scheduled for delivery prior to 9am.
- Prior to 9am, delivery trucks will have normal access to dock 4.
- At 9am every morning centre management security guards will install bollards and chains adjacent to dock 4 to separate the dock from the main pedestrian thoroughfare. Drivers of delivery cars, vans and (small) 6.5m trucks will continue to have normal access to the dock. If trucks of 8.8m or longer arrive, they will be required to contact centre management security guards to have the bollards temporarily removed. The security guards will supervise the safe reversal of the truck and then immediately reinstate the bollard. The trucks will be capable of safely exiting the site with the bollards still in place.
- Vehicles that arrive after 11am will not be permitted to access dock 4.

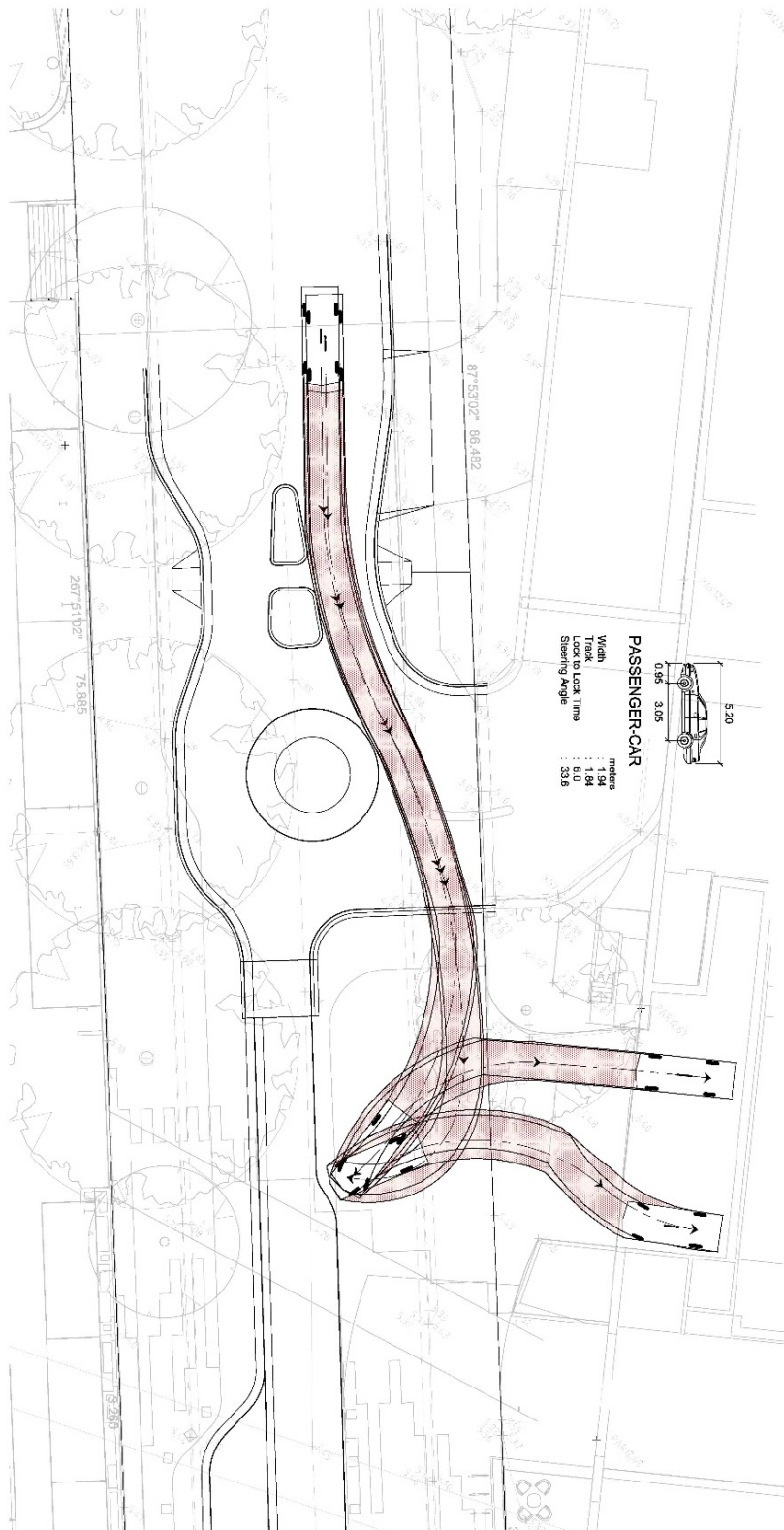


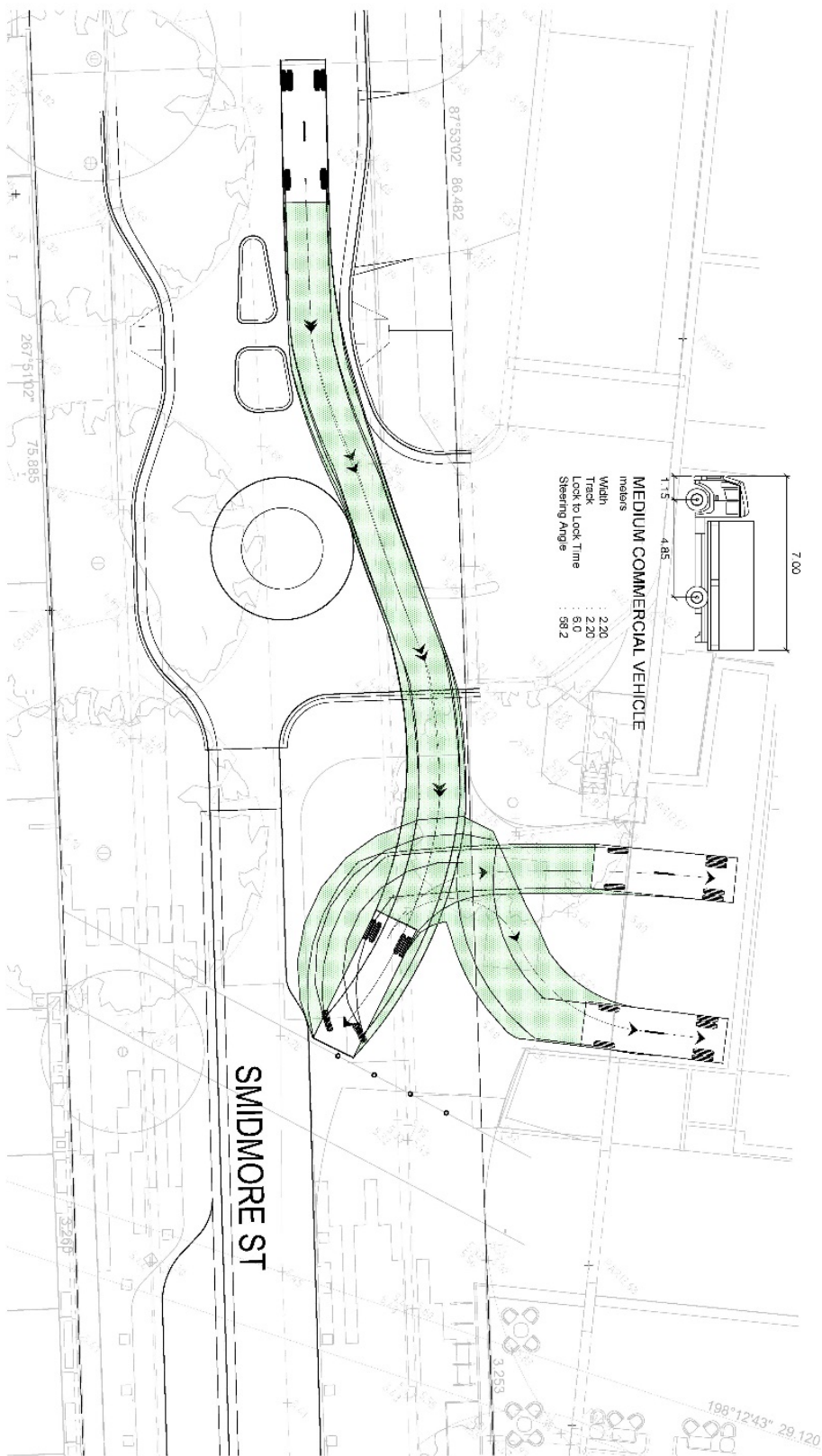
Appendix B – Proposed Design of Dock 4



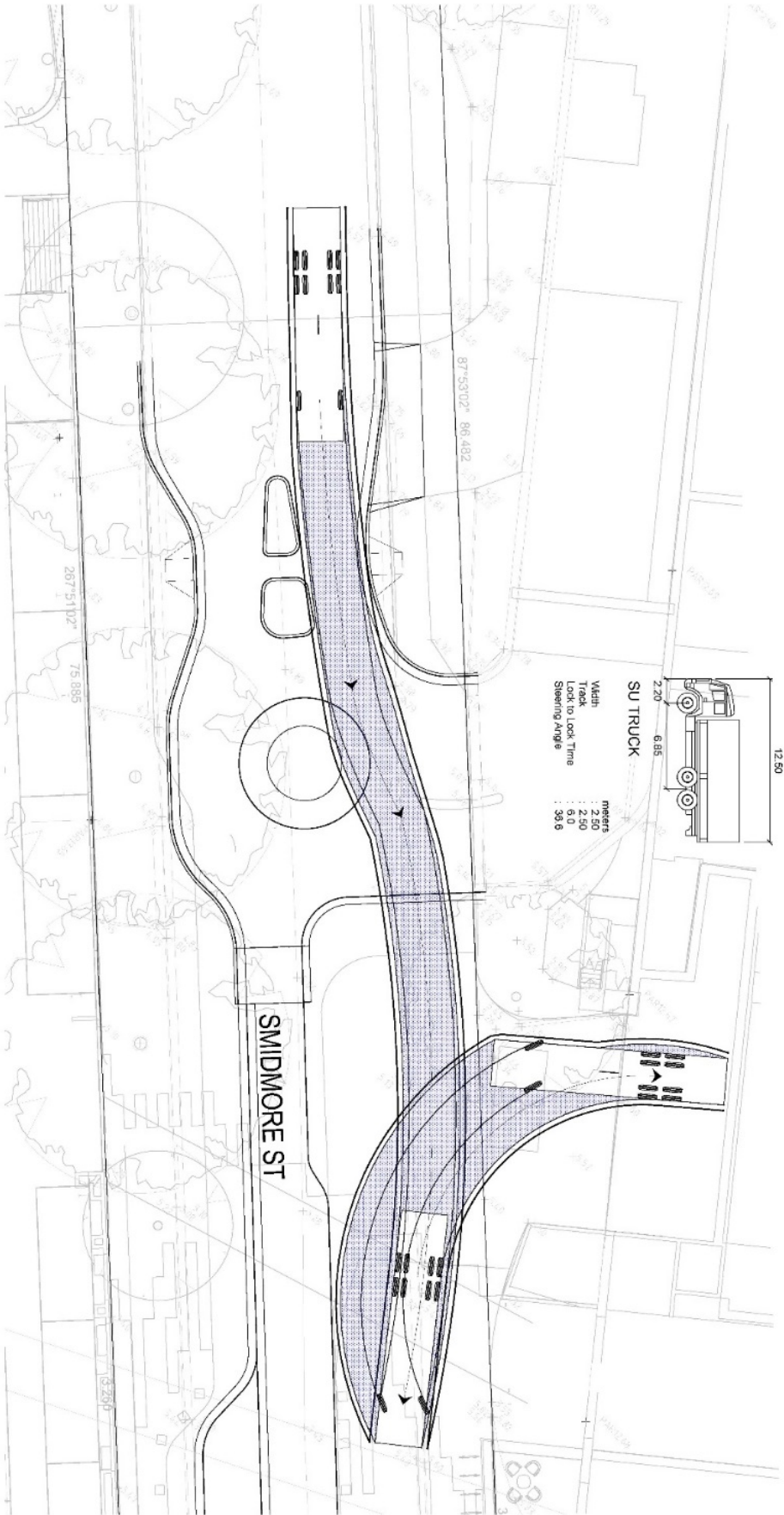


Appendix C – Vehicle Turning Circles









Appendix D – Dock Location Post Stage 2 Development



