

Our Ref: 16065

8 May 2019

AMP Capital Investors
Level 3, 33 Alfred Street
SYDNEY NSW 2000

Attention: Mr Robert Lewis

Dear Rob,

**RE: MARRICKVILLE METRO (MP09_0191) S75W PROPOSED MODIFICATIONS
PROPOSED MODIFICATIONS (MOD 8) TRAFFIC REVIEW**

As requested, please find herein The Transport Planning Partnership (TTPP) traffic and parking review for the above Section 75W (S75W) proposed modifications to the approval (MP09_0191).

Background

In March 2012, a Major Project Application (MP09_0191) was approved by the then Department of Planning and Infrastructure (now referred to as Department of Planning and Environment, DP&E) permitting the Marrickville Metro Shopping Centre to be redeveloped to include an additional level of retail floorspace and a corresponding increase of onsite car parking provision, and the construction of a new building comprising two levels of retail uses with two levels of parking on a new site across the road from the existing Centre at 13-15 Edinburgh Road, Marrickville.

Following the original approval, several modification applications have been lodged and subsequently approved by DP&E, with the most recent modification approved in October 2018 (MOD 6).

The approved development includes a new loading dock in the new building with a vehicular access provided approximately midway along Murray Street (between Edinburgh Road and Smidmore Street). The approved design of the proposed Murray Street dock including the location of the vehicular access as approved in MOD 6 in October 2018 has generally remained consistent since the MOD 1 approval.

Swept path analysis of the approved loading dock design indicates that the vehicle path of a 19m semi-trailer would encroach into the kerbside parking on Murray Street. This has been the case in the previous approvals. However, there is no formal approval for the kerbside parking to be removed so to permit access by a 19m semi-trailer.

Therefore, this S75W seeks to formalise the kerbside parking loss on the eastern side of Murray Street to safely and efficiently accommodate the swept path of all service vehicles accessing the proposed Murray Street loading dock.

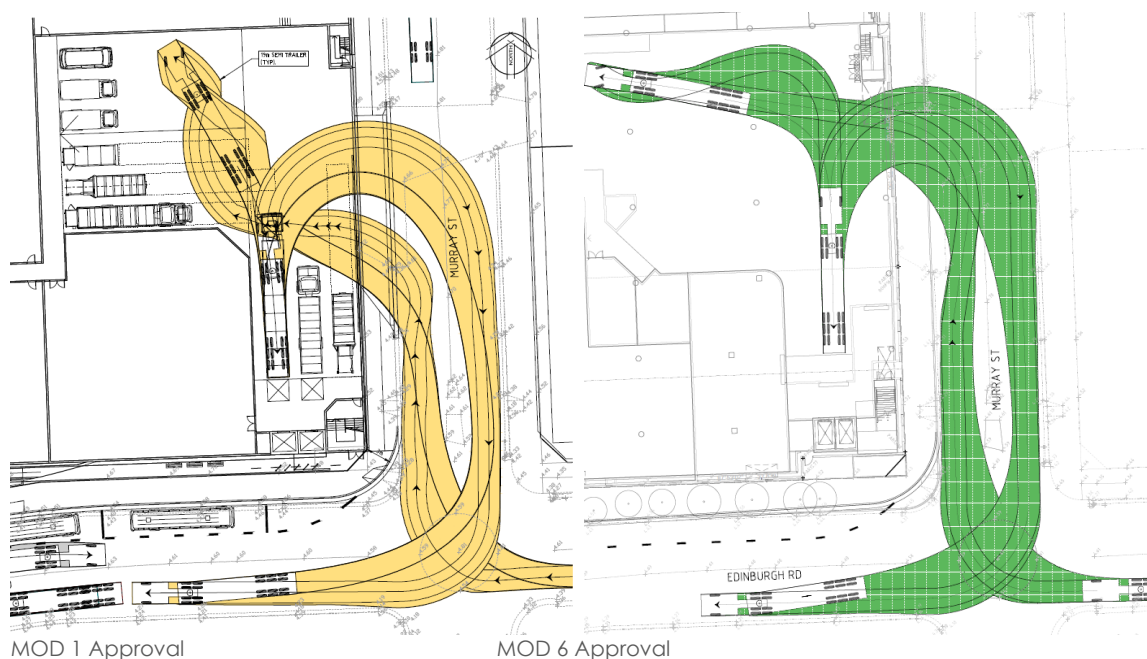
Approved Loading Dock

The stamped approved plans from the approved dock in the previous approval (MOD 1) and the recent approval (MOD 6) are provided in Attachment One and Attachment Two respectively.

The design of the loading dock has remained generally consistent since the modified approval granted as part of S75W MOD 1 application. The swept path issue indicated above has always existed.

Swept path diagrams of the loading dock extracted from the relevant engineering reports submitted as part of the documentation in the MOD 1 and MOD 6 S75W applications are provided in Figure 1.

Figure 1: Approved Murray Street Dock Swept Path Diagrams



The swept path diagrams in Figure 1 indicates that the 19m semi-trailer would encroach into the kerbside parking lane on the eastern side of Murray Street in both the MOD 1 and MOD 6 approved design layouts of the loading dock.

The proposed Murray Street dock will be used by service vehicles up to an Australian Standard 19m semi-trailer. The proposed dock includes one 19m semi-trailer loading bay which would be used exclusively by Coles. Swept path analysis conducted by the project civil engineer indicates that when the semi-trailer exits the dock, its swept path would encroach into the kerbside parking lane on the eastern side of Murray Street due to the location of the loading bay relative to Murray Street.

This issue has always existed, even in the approved design from the previous approvals. It was expected that kerbside parking would be removed to permit a 19m to exit on to Murray Street.

Separately, there is a consent condition in the approval preventing vehicles over 6m long to access the shopping centre via the intersection of Victoria Road and Murray Street. In addition, in the Statement of Commitments which forms part of the approval states that the "proponent will direct that heavy vehicles access the loading docks via Edinburgh Road and this will be incorporated as part of an Operational Management Plan." The proposed modification (parking restriction change on Murray Street) is required to ensure compliance with the consent condition as well as the Statement of Commitments.

Proposed Modifications

This S75W application seeks approval to formalise the removal of kerbside parking on the eastern side of Murray Street to facilitate the safe and efficient access for all service vehicles using the proposed Murray Street loading dock.

The previous approvals did not include a specific consent condition to remove the affected kerbside car parking spaces.

The proposed kerbside parking removal will result in a loss of four parking spaces. These spaces are located on the eastern side of Murray Street from Edinburgh Road to approximately midway of the block between Edinburgh Road and Smidmore Street. Figure 2 shows the location of the affected kerbside parking spaces.

Figure 2: Location of Affected Kerbside Parking Spaces on Murray St



Base Map Source: Nearmap

These kerbside parking spaces are currently signed as unrestricted parking.

The proposed changes to the existing kerbside parking changes are shown in Attachment Three.

Parking Review

The proposal will result in a loss of four kerbside parking spaces. The parking loss is not expected to create any noticeable adverse parking issues in the local road network as the number of parking loss is low.

Notwithstanding the above, parking survey data of nearby kerbside parking has been assessed to determine if the parking loss can be accommodated with existing kerbside parking provisions.

Parking occupancy surveys of all kerbside parking spaces within the vicinity of Murray Street have been conducted. These were carried out on Thursday 22 February 2018 and Saturday 24 February 2018. The survey involved a patrol of all kerbside parking spaces at hourly intervals from 7:00am to 9:00pm on Thursday and from 9:00am to 5:00pm on Saturday recording the number of occupied and vacant parking spaces together with the parking restrictions.

A summary of the survey results of the kerbside parking within 100m walking distance of Murray Street where the kerbside parking is proposed to be removed is presented in Figure 3 and Figure 4 for Thursday and Saturday respectively.

Figure 3: Available Kerbside Parking Spaces within 100m (Thursday)

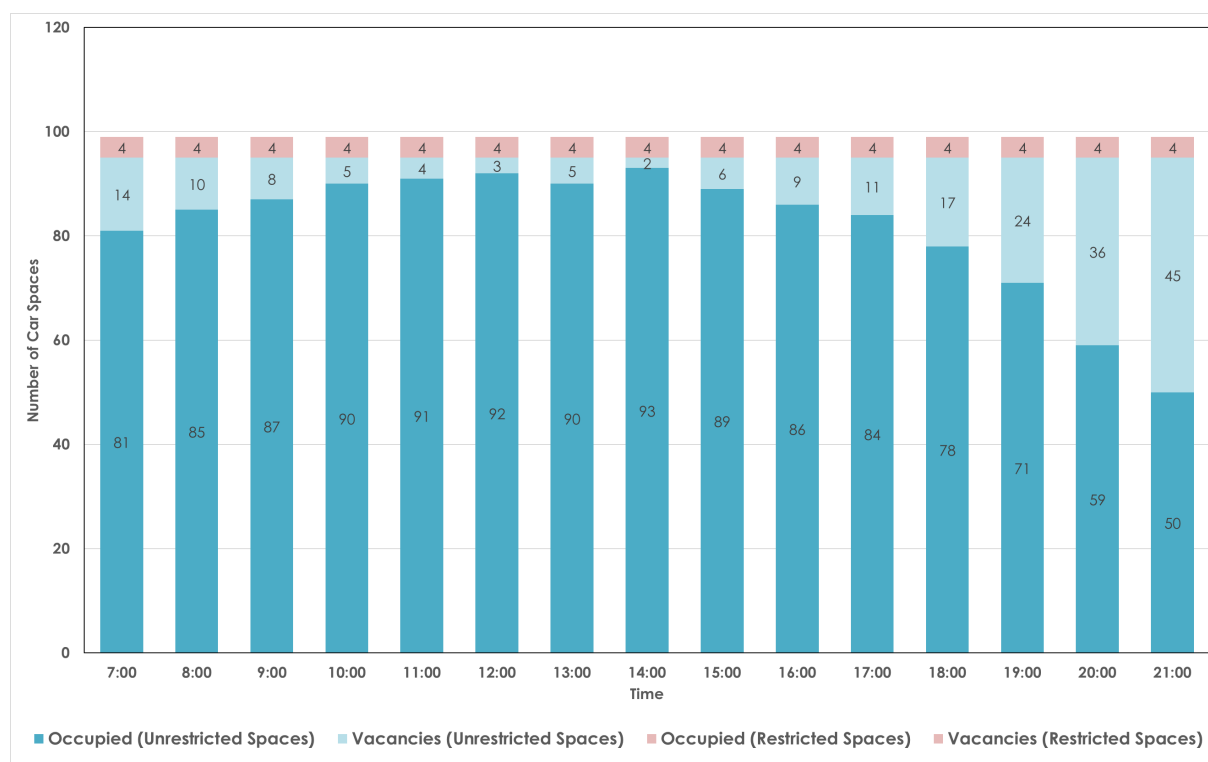
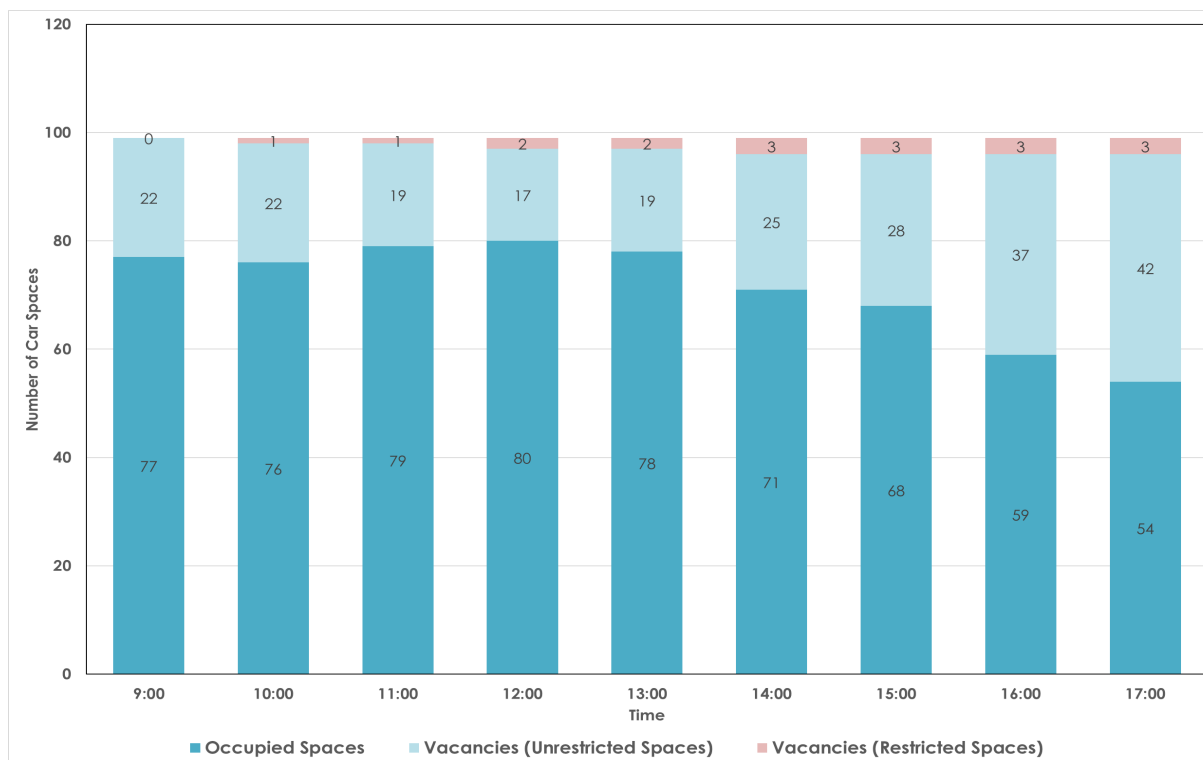


Figure 4: Available Kerbside Parking Spaces within 100m (Saturday)



The survey results indicate that within 100m walking distance of Murray Street where the kerbside parking is proposed to be removed, there are two unrestricted vacant parking spaces and four restricted vacant parking spaces during the busiest hour on a Thursday. The number of vacant unrestricted parking spaces being less than four (i.e. the number of kerbside parking spaces proposed to be removed) only occurred in two separate hourly intervals during the survey period. The remainder of the day has sufficient vacant unrestricted kerbside parking to accommodate the loss of four kerbside parking spaces. As such, the shortfall of two parking spaces during these two hourly intervals is considered to be satisfactory.

Furthermore, there is additional unrestricted kerbside parking available as discussed below.

For Saturday, the number of available unrestricted parking spaces is increased to 17 parking spaces during the busiest hour.

A summary of the survey results for the kerbside parking within 100m walking distance of Murray Street where the kerbside parking is proposed to be removed is presented in Figure 3 and Figure 4 for Thursday and Saturday respectively.

Figure 5 and Figure 6 presents a summary of the summary results for all kerbside parking within 200m walking distance of Murray Street for Thursday and Saturday respectively.

Figure 5: Available Kerbside Parking Spaces within 200m (Thursday)

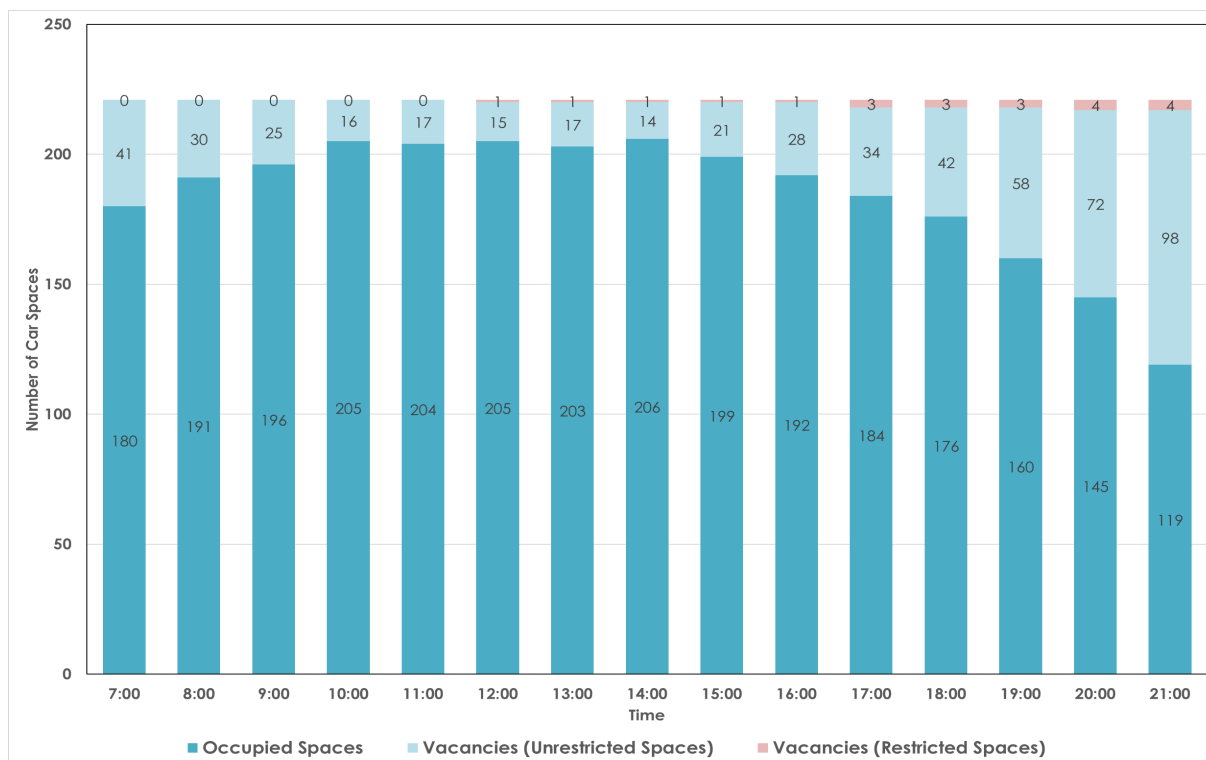
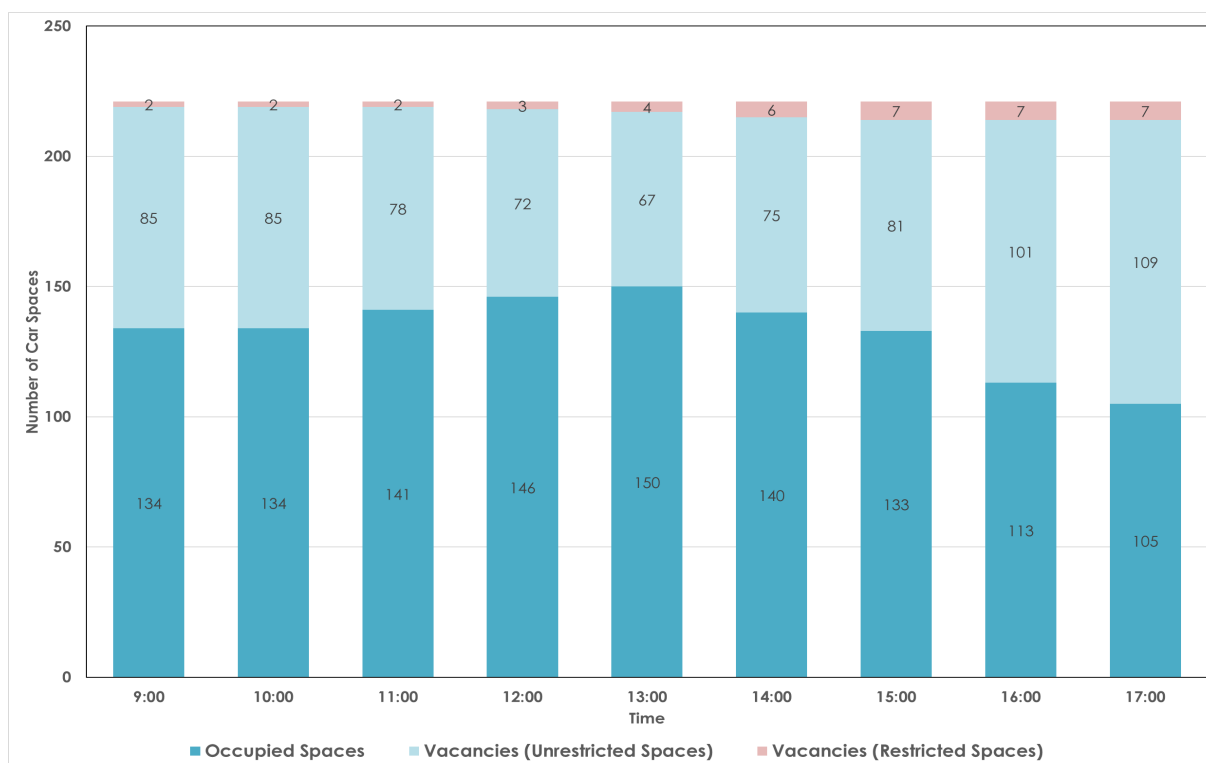


Figure 6: Available Kerbside Parking Spaces within 200m (Saturday)



The survey results indicate that within 200m walking distance there is a minimum of 14 vacant unrestricted kerbside parking spaces during Thursday and Saturday. Therefore, there is sufficient vacant spaces to accommodate the loss of four kerbside parking spaces.

Summary and Conclusion

The approval of the Marrickville Metro Shopping Centre does not include a specific consent condition to remove kerbside parking in the vicinity of the access to the proposed Murray Street loading dock.

This S75W application relates to a proposal to formalise the kerbside parking loss on Murray Street to facilitate a safe and efficient access to and from the proposed loading dock.

The design of the loading dock has generally remained consistent with the approved design in MOD 1. Swept path analysis conducted as part of MOD 1 application indicates that the swept path of a 19m semi-trailer would encroach into the kerbside parking lane on the eastern side of Murray Street.

To ensure the safe and efficient access to the loading dock, four unrestricted kerbside parking on the eastern side of Murray Street are proposed to be removed.

The loss of four kerbside parking is low and is not expected to create any noticeable adverse parking issues in the local road network.

In addition, occupancy parking surveys indicate that there is sufficient vacant unrestricted kerbside parking within walking distance to accommodate the expected parking loss.

From TTPP's review, it is concluded that the loss of four kerbside parking is satisfactory.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Michael Lee', written over a circular stamp or seal.

Michael Lee
Director

Attachment One

MOD 1 Approval Murray St Loading Dock
Stamped Approved Plan

Attachment Two

MOD 6 Approval Murray St Loading Dock
Stamped Approved Plan



3. COMPASSION
USE FAULTED DIMENSIONS IN PREFERENCE TO SHOWN
ALL DIMENSIONS TO BE VERIFIED AND CHECKED ON SITE
Any 75m



- AREA LEGEND
- AMENITIES
 - BIKE STORE
 - CIRCULATION / PUBLIC
 - LOADING DOCK
 - MALL
 - RETAIL
 - RETAIL - F&B
 - SERVICES
 - STORAGE
 - VERTICAL TRANSPORT

LEGEND

TREE TO REMOVE

Client

AMP CAPITAL

Project

MARRICKVILLE METRO REDEVELOPMENT

Location

34 VICTORIA ROAD MARRICKVILLE NSW 2204

Project No.

50980

Section No.

EA106

Scale

1:250

Drawn By

HS

Check By

HS

Issue Date

11/10/2018

Revision

1

Section 75W SUBMISSION

75W

Client

AMP CAPITAL

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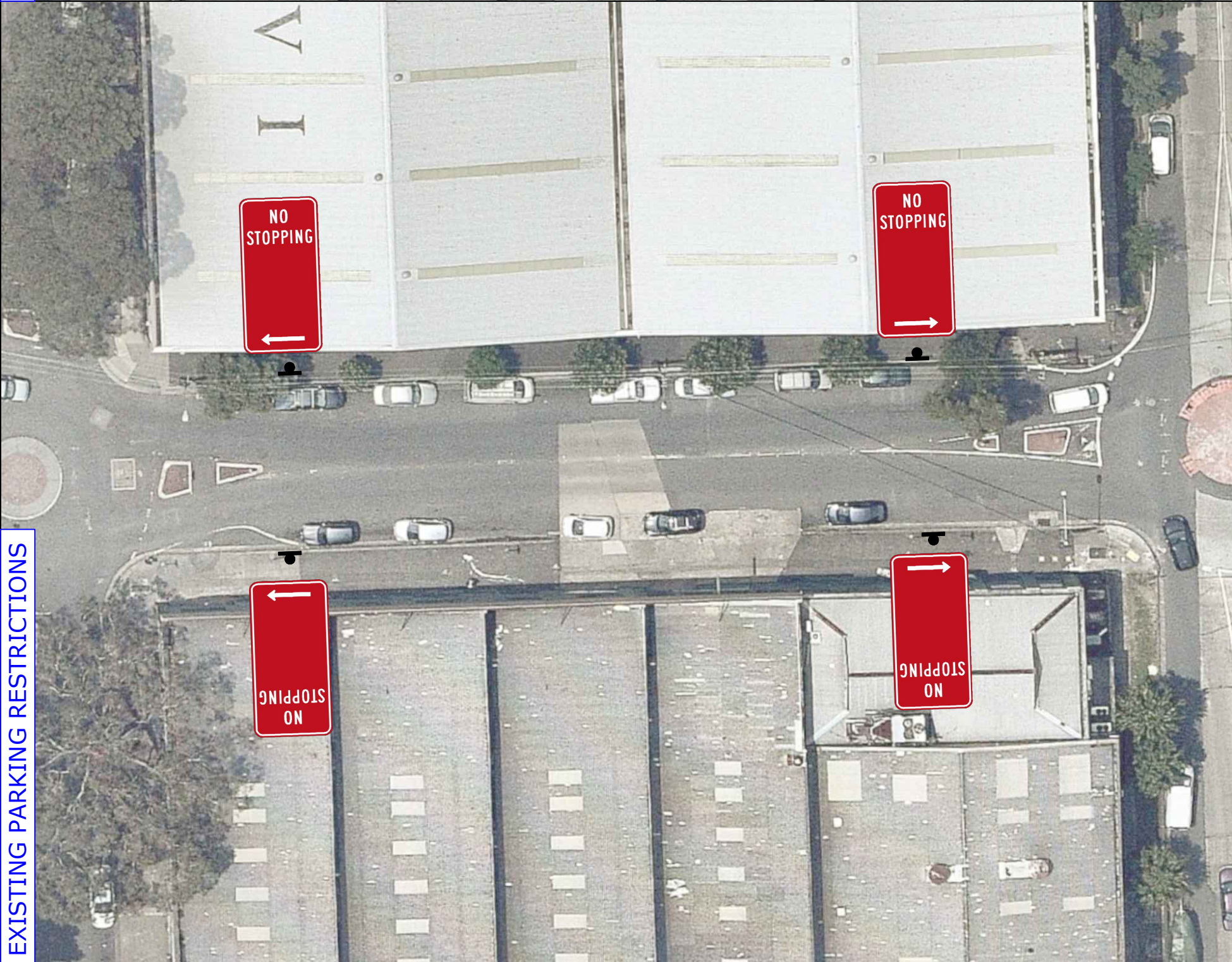
75W

Planning & Environment
NSW GOVERNMENT
Issued under the Environmental Planning and Assessment Act 1979
Approved Section 75W Modification Application
No. MOD 6 granted on the 31 Oct 2018
in respect to MP 09-0191
Signed [Signature]
Sheet No. 17 of 36

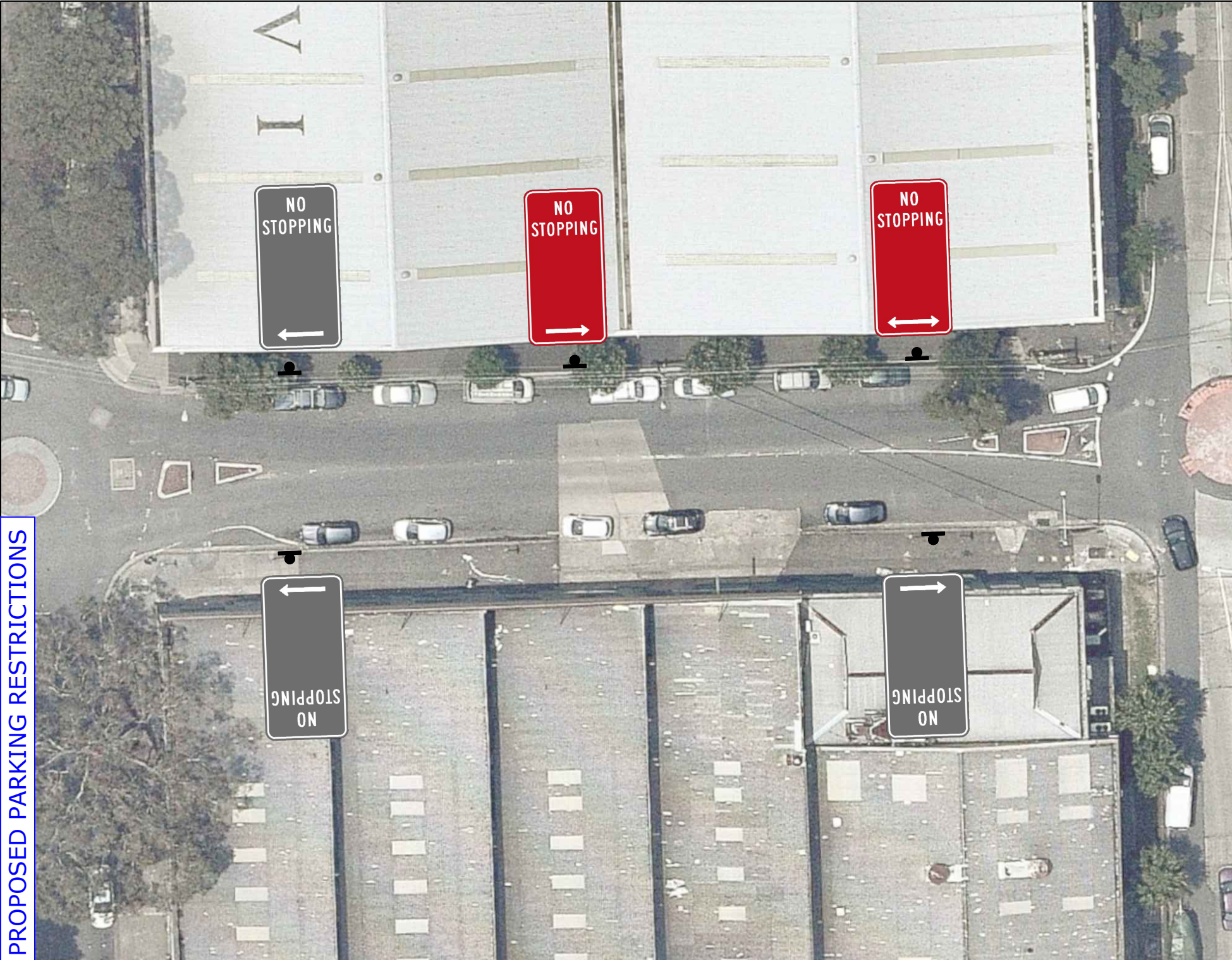
Attachment Three

Proposed Parking Restriction Change

EXISTING PARKING RESTRICTIONS



PROPOSED PARKING RESTRICTIONS



	REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE	PROJECT MARRICKVILLE METRO SHOPPING CENTRE DWG No. 16065CAD42- FIGURE 1 DATE STAMP 24 APRIL 2019 TITLE PROPOSED CHANGES TO MURRAY STREET PARKING RESTRICTIONS
	A	ISSUE FOR DISCUSSION	KM	ML	ML	24/04/19	
PROJECT No. 16065						SCALE NTS	REV. A