

Technical Memorandum – Victoria Cross ISD, SSSA Traffic and Green Travel Plan – ADDENDUM

Date:	21 May 2020
To:	Sydney Coordination Office
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This addendum is intended to rectify an error in the Technical Memorandum – Victoria Cross ISD, SSSA Traffic and Green Travel Plan dated 27 March 2020, in response to item 1. At the time of the 27 March 2020 response, consultation was undertaken with Transport for NSW (TfNSW) but not with Sydney Coordination Office (SCO). Subsequently, consultation was undertaken with SCO on 7 May 2020 and on 20 May 2020. This addendum addresses the comments made and the clarifications required in response to the consultation with SCO.

Since the Detailed State Significant Development Application (SSDA) was submitted the design of the metro box area has progressed in response to consultation with SCO. This addendum provides a summary of the design changes with the basement and loading dock arrangement and additional detail on the proposed management of the facility.

The Detailed SSDA scheme, compared with the scheme in the approved Concept SSDA, includes a net decrease in the gross floor area (GFA) across the Integrated Station Development (ISD); 2,500 square metres less of the retail component of GFA and 1,500 square metres more GFA of the commercial component. Retail land uses generally have higher loading requirements than commercial land uses, which contributes to a reduction in demand for loading bays with the decrease in retail GFA. The peak traffic generation is based on the same traffic generation rates as the approved Concept SSDA. Applying these traffic generation rates to the Detailed SSDA commercial and retail GFA breakdown, the peak service vehicle and courier vehicle traffic generation is shown to be 23 vehicles in and 23 vehicles out in the AM peak.

The design provides a total of 13 loading bays, comprising the following breakdown:

- Two MRV bays
- Two SRV bays
- Four courier bays
- Two Sydney Metro bays
- Three motorbike/ bicycle courier bays.

In response to concerns raised by SCO, the design has been revised since the submitted Detailed SSDA. This revised provision includes the addition of three motorbike/ bicycle courier bays located adjacent to the lift core and two light vehicle courier spaces in the south western corner of Basement Level 1 (refer to Figure 1).

Note that the approved Concept SSDA indicative scheme provided a total of 12 loading bay spaces with the following breakdown (AECOM, 17 May 2018):

- Two medium rigid vehicle (MRV) bays
- Two small rigid vehicle (SRV) bays
- Six courier bays
- Two Sydney Metro bays.

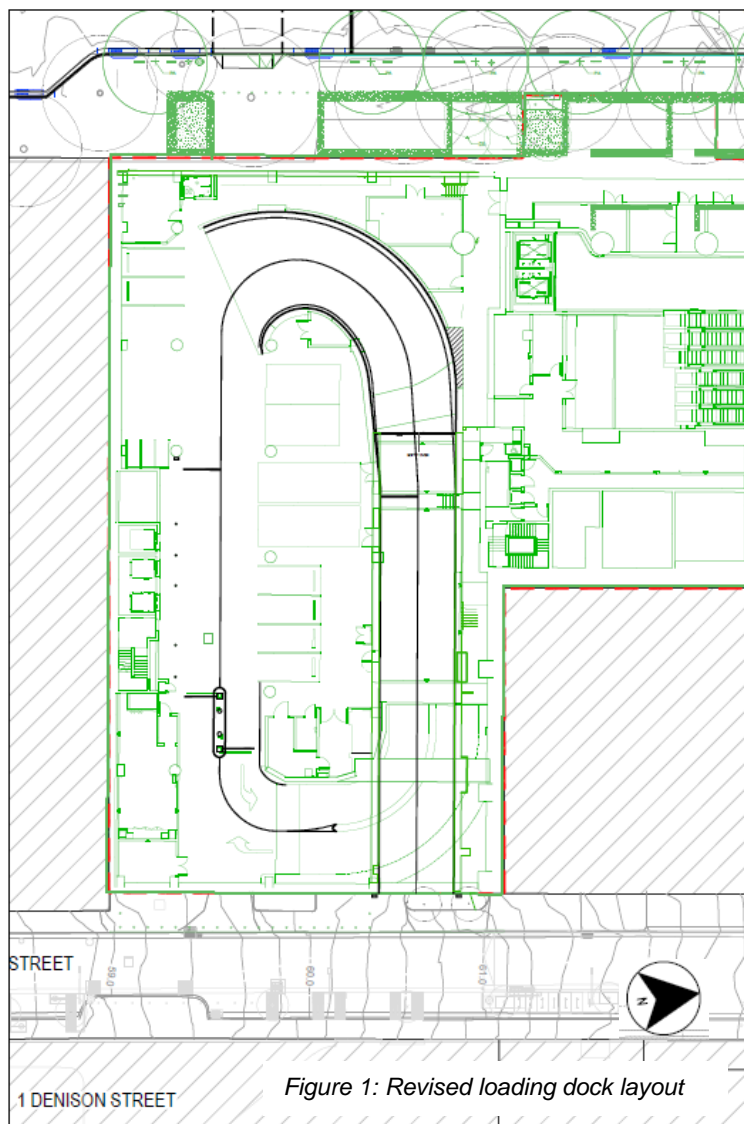


Figure 1: Revised loading dock layout

The dwell times and Vehicle Booking System (VBS) timeslots are unchanged from the submitted Detailed SSSA and are 20 minutes for SRVs and MRVs, and 10 minutes for couriers. These dwell times consider the inclusion of a centralised mail room and ample storage for deliveries near the loading bays. The current layout has a walking distance of less than 60 metres to the lifts, storage, and mail rooms from any of the courier bays. A Loading Dock Manager will be present on site during the operating hours of the loading dock to manage deliveries and operation of the facility.

The timeslot allocation for the VBS will accommodate up to 24 service vehicles per hour for the six service and courier spaces provided in the submitted Detailed SSSA, which accommodates the peak service vehicle demand. With the additional two bays proposed, this arrangement will increase the provided capacity up to 36 vehicles per hour. Therefore, the two additional spaces provision for additional demand, including long dwell vehicles.

In the event that couriers are required to deliver to more than one tenancy, they will have the opportunity to book up to two timeslots outside the peak loading dock periods, which would be managed through the VBS. To spread

the peak of the loading bay demand, retail deliveries will be scheduled outside the commercial peak loading requirements.

To facilitate the effective operation of the loading dock and control queuing, the design has been developed to manage access to the loading dock. This system includes a traffic light system and CCTV to mitigate potential conflicts with heavy vehicles turning on the ramp. The traffic lights located midway down the ramp, will be triggered by heavy vehicle sensors at the entry on top of the ramp. The red signal will also be activated by the Loading Dock Manager to allow heavy vehicles to exit the loading dock. Boom gates at the private car park exit will be in the down position to prevent cars exiting when a heavy vehicle is entering the loading dock.

It is noted that the additional two light vehicle courier spaces are located in front of one of the two locations of the provision for breakthrough to the MLC building. In the case that the breakthrough is implemented at some point in the future, and the basement becomes shared between the ISD and MLC, a new Loading Dock Management Plan would be prepared and implemented. If the relocation of these two spaces is required, this will be detailed in the new Loading Dock Management Plan.