

# Memorandum

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**TO:** SUNNEE CULLEN - CO-ORDINATOR DEVELOPMENT PLANNING

**FROM:** COORDINATOR ( TRAFFIC & TRANSPORT)

**SUBJECT:** REDEVELOPMENT OF DUTTON LANE AT-GRADE CAR PARK,  
CABRAMATTA

**FILE:** DA664.1/2013

**DATE:** 3 JUNE 2014

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As Council's Traffic and Road Safety branch understands it, the Joint Regional Planning Panel (JRPP), on 8 May 2014, deferred the hearing for the proposed development at 8-14 Dutton Lane Cabramatta to allow the Cabramatta Business Association (CBA) additional time to respond to the assessment report. The hearing will be rescheduled to be considered on 19 June 2014.

In the submission to the development application, the CBA has also engaged an independent town planning consultancy, Urbis and a traffic and transport consultancy, Traffix. Assessments relating to the town planning and traffic/parking issues have been reviewed by the CBA's consultants respectively.

Council's Traffic and Road Safety branch has been requested to comment on the review of the proposed development carried out by Traffix.

## **Parking Provision:**

- a. Based on the Cabramatta Town Centre DCP No. 5/2000, a total of 299 off-street car parking spaces will be required for the proposed development. This includes one hundred and fifty seven (157) existing parking spaces on-site, loss of nine (9) on-street parking spaces in Hughes Street and the 133 spaces required for the development. The number of parking spaces proposed is 275. Therefore, the shortfall in the number of parking spaces due to the proposed development will be twenty four (24).

The additional information submitted has been considered with respect to parking and my initial assessment has not changed.

- b. Traffix carried out parking survey on Saturday and Sunday between 10am-2pm, being the peak demands based on local knowledge. Surveying the car park over a seven-day period would determine how often the car parks are operating at capacity to determine the severity of the demand of car parking spaces in Dutton Lane precinct and methods to reduce it.

It must be noted that the consultant has undertaken on-street parking surveys for a distance of 200 metres on a Saturday and Sunday to assess the demand for parking. The results would be **statistically more reliable if a distance of**

**400 metres** had been used for the parking survey, as shoppers are willing to walk this distance.

**c. Loading and Unloading Activities:**

A review was undertaken to assess the impact on loading zones associated with the proposal as shown below:

Area	Location	Existing Loading Zones	Proposed Loading Zones	Net Loss/Gain
A	North-eastern corner of Dutton Lane	3 existing loading zones for (MRV)	Will be converted into 2 loading zones for (MRV).	-1 MRVs
B	Along the northern side of the proposed development		Additional 3 passenger vehicle loading zones will be provided.	+3 Small vans
C	South-eastern corner of Dutton Lane	6 existing loading zones for (MRV)	Will be converted into 3 loading zones for (MRV).	-3 MRVs
D	South eastern corner of the proposed development		Additional 3 passenger vehicle loading zones will be provided.	+3 Small vans
E	On the southern side of Dutton Lane	3 existing parallel loading bays	Will be converted into 5 parallel loading bays	+2 Small vans
F	Along the eastern-side of the proposed development, adjacent to the public toilet facility.	8 existing parallel loading bays (for vehicles under 6m long) will be loss. Also one “No Stopping, Council Authorised Vehicles Excepted” space will be loss.		-8 Small vans
G	On the south-western corner of the Dutton Lane	6 existing parallel bays	Will be converted to 5 parallel bays.	-1 Small vans
			Total	-4 MRVs and -1 Small van

The applicant has proposed to convert fifty five (55) metres of kerbside parking on the southern side in Hughes Street, east of Dutton Lane into “Loading Zones”. The proposed changes to kerbside treatment will remove approximately nine (9) on-street parking spaces from Hughes Street and could accommodate two (2) medium rigid trucks and three (3) small vans within this kerbspace. **The proposed development will not result in net loss in the number of loading zones but there will be changes to the type of vehicles that could be accommodated.** Furthermore, the applicant will be requested to

provide a detailed Plan of Management to effectively manage the loading facilities on Dutton Lane and Hughes Street.

It is considered that the loading facilities being retained/provided are satisfactory.

**d. Construction Traffic Impacts**

The applicant will be required to provide information in the Construction Traffic Management Plan regarding maintaining access to the existing properties and the management of pedestrian traffic movements, during construction.

The applicant will be required to explore alternative methods of managing the shortfall of parking spaces during the period of construction. These could include the identification of other nearby sites to accommodate the loss of parking and/or the provision of shuttle buses (even if it is some distance away from the Town Centre) to pick up and drop off shoppers and visitors to the Town Centre.

**e. Access and Internal Circulation**

In order to reduce the unnecessary circulation of motorists looking for vacant car parking spaces, the applicant will be required to explore the option of implementing an electronic parking guidance system for the car park which provides an up to date information regarding the number and availability of vacant car parking spaces.

A turning path assessment has been undertaken for B99 vehicle to check the layout of the car park and was found to be satisfactory.

The additional information provided has been considered and does not change my recommendation or advice in relation to this matter.

PHILIP SAVERIMUTTU  
**COORDINATOR (TRAFFIC & TRANSPORT)**