



16 February 2016
Ref 14846

The General Manager
Liverpool Council
Locked Bag 7064
LIVERPOOL BC NSW 1871

Email: lcc@liverpool.nsw.gov.au

Dear Sir/Madam

DA-62/2015
PROPOSED SHOP TOP HOUSING DEVELOPMENT
90 CARTWRIGHT AVENUE, MILLER
PROPOSED TEMPORARY CAR PARK DURING CONSTRUCTION

Introduction

This report has been prepared on behalf of the applicant, *JEA Holdings (Australia) Pty Ltd*, to accompany development application DA-62/2015, to review the temporary staff parking arrangements to be implemented during construction of the abovementioned shop top housing development.

Development Site

The development site forms part of the Miller Shopping Centre and is located on the south-western corner of the Cartwright Avenue and Woodward Crescent intersection (Figures 1 and 2).

The development site is currently used as an outdoor, at-grade car parking area for the shopping centre. Vehicular access to the car parking area is provided via an entry/exit driveway located in Cartwright Avenue, another entry/exit driveway located in Woodward Crescent plus an entry-only driveway also located in Woodward Crescent.

Proposed Development

The proposed development involves the demolition of the existing shopping centre car park and the construction of a new shop top housing development. A new retail component is proposed on the ground floor level fronting Cartwright Avenue, with residential apartments on the levels above.

Off-street parking for retail staff, residents and their visitors is to be provided over two new basement levels, whilst the existing shopping centre car park is to be reinstated on the ground floor level at the rear of the retail component. Vehicular access to the car parking areas is to be provided via the existing entry/exit driveways located in Cartwright Avenue and Woodward Crescent.

Construction Schedule

The construction activities are expected to be undertaken over a duration of approximately 18 months. Working hours are proposed from 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm on Saturday, in accordance with *Liverpool DCP 2008*. No work is to be carried out on Sundays or Public Holidays.

Demolition & Excavation Stage

All spoil will be loaded wholly within the site, with all trucks to enter and exit the site whilst travelling in a forward direction at all times, under the supervision of an authorised traffic controller.

Construction Stage

All deliveries will be loaded wholly within the site, whenever possible, with the movement of trucks across the footpath during major deliveries to be supervised by an authorised traffic controller.

Works Zone

A *Works Zone* is not considered necessary as all loading/unloading is expected to be undertaken on-site. Notwithstanding, should a *Works Zone* be sought in the future, an application will be made to Council.

All materials are to be stored on site. At no time are materials to be stored on Cartwright Avenue, Woodward Crescent or any other road or Council property.

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents, shop owners, businesses and adjoin school will be updated on a regular basis and at key construction stages with respect to the construction process, particularly in relation to construction vehicles movements, and be provided with a phone number to contact the site manager.

Construction Truck Routes

All heavy vehicles involved in the demolition, excavation and construction of the proposed development would approach and depart the site as indicated on Figure 3.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Authorised Traffic Controllers

Authorised traffic controllers will be available on site during demolition, excavation and construction stages of the project. The authorised traffic controllers will supervise heavy vehicle movements into and out of the site, ensuring the safety of pedestrian movements as well as stopping and slowing local traffic as required.

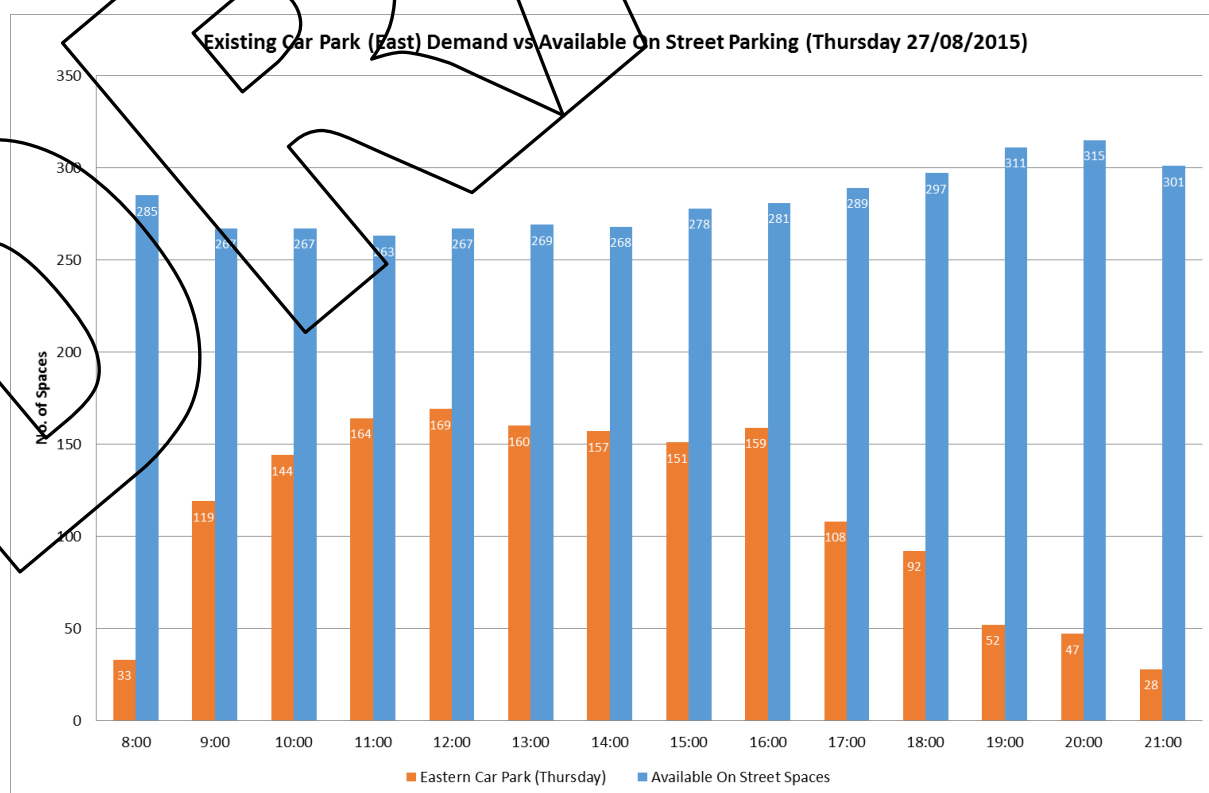
Temporary Closure of Shopping Centre Car Park

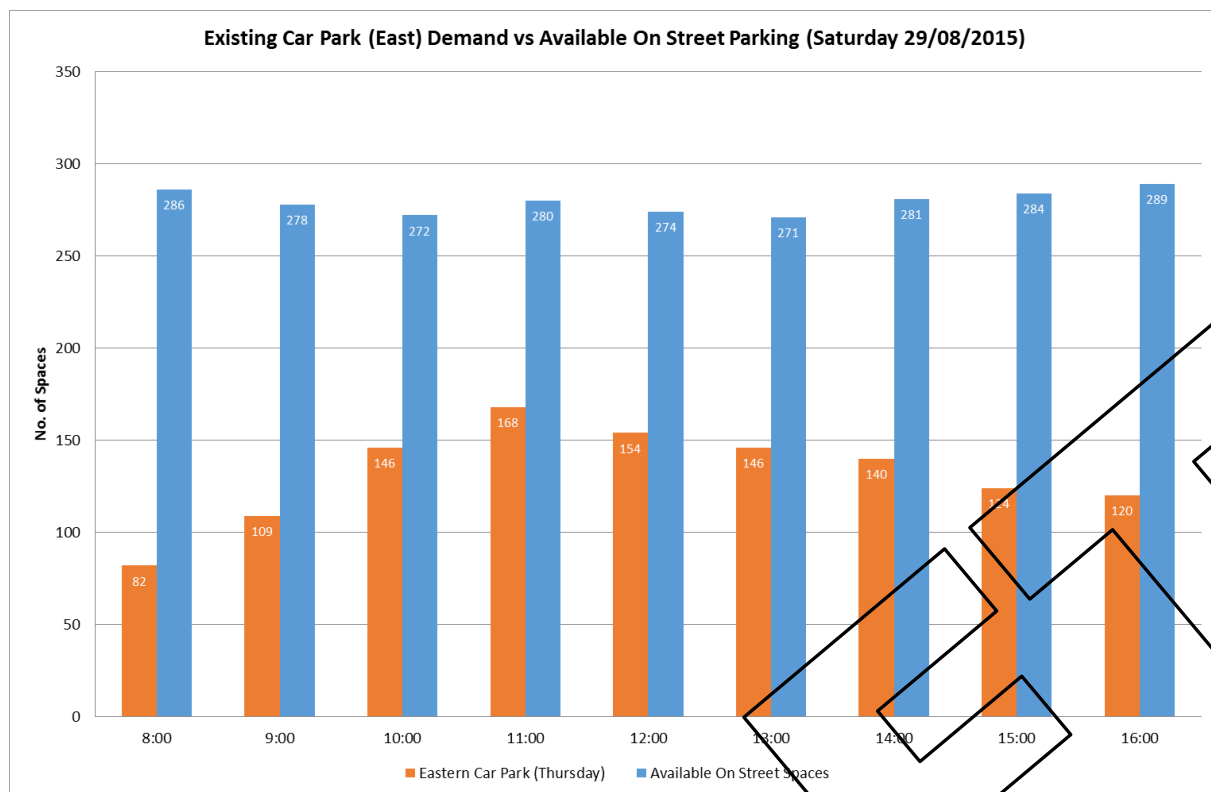
As previously mentioned, the proposed development is to be located above the eastern car parking area of the Miller Shopping Centre which will be demolished to facilitate the construction of the proposed development.

The existing parking spaces within the eastern car park will therefore be temporarily unavailable until the car park has been reinstated in the new building. During this time, the current car parking demand for the eastern car parking area will need to be temporarily accommodated in an off-site location.

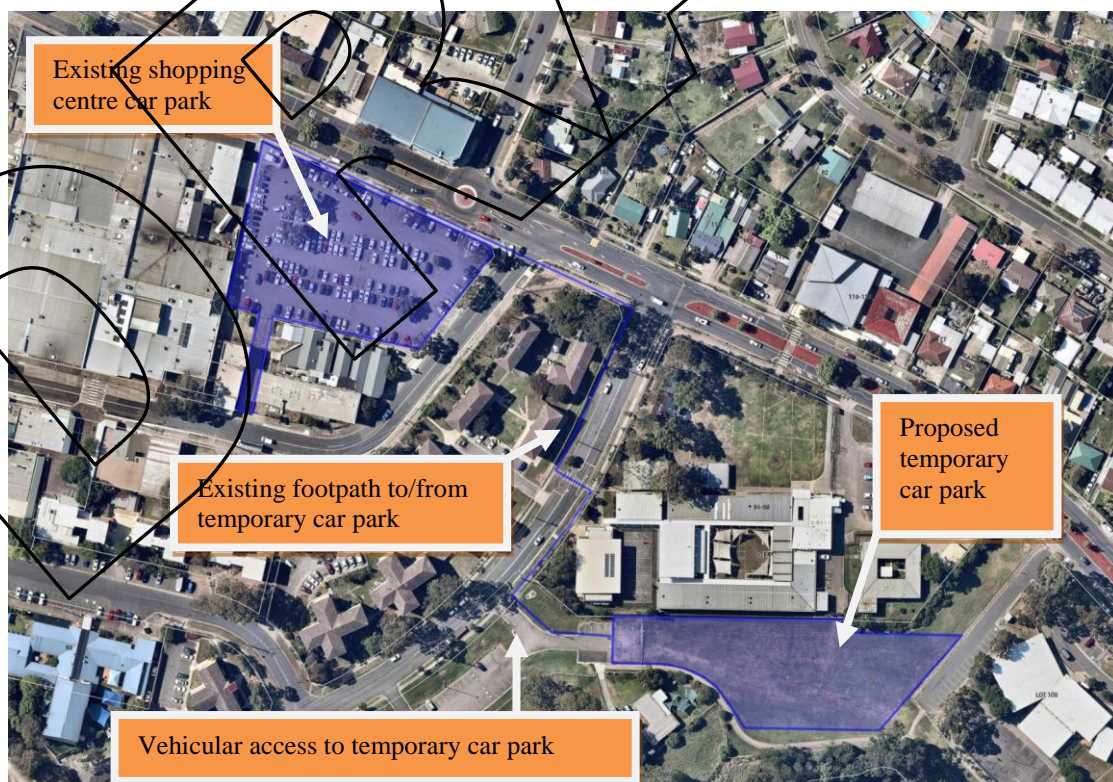
Car parking accumulation surveys were undertaken as part of the traffic study submitted with the DA. In order to determine the potential impact of the temporary closure of the Miller Shopping Centre's eastern car park, the number of parked vehicles recorded versus the available on street parking have been graphed below, showing that the current car parking demand for the eastern car park could be satisfactorily accommodated within the on street car parking areas until the car park is reinstated. It should be noted however that:

- it is proposed to provide parking in the new basement parking areas for the use of builders and trades persons as soon as practicable after construction of the two basement parking levels has been completed, and
- it is proposed to reinstate the retail car parking in the new level 1 parking area as soon as practicable after construction of that parking level has been completed.





Notwithstanding the above, discussions with Council have indicated that a temporary off-street car parking area should be established, with their preferred location being a Council reserve bound by St Therese Primary School, Michael Wenden Aquatic & Recreation Centre, Ron Darcy Oval and Liverpool PCYC. The parcel of land is formally known as 62 Cabramatta Avenue, Miller (Lot 101, DP1118802).



Source: Nearmap

The aerial image above gives context between the location of the existing shopping centre car park and the temporary car park. Also shown on the aerial image is the most direct walking route to the shopping centre's main pedestrian access located in Cartwright Avenue, when walking to/from the shopping centre to the temporary car park. The walking route is approximately 400m long and utilises existing sealed public footpaths for the entire length. No use of private property will be required.

The temporary car parking area will primarily be for staff only, as preferred by Council, which will reduce the number of vehicular movements and in turn reduce the wear-and-tear of the reserve. Furthermore, this arrangement means that all remaining/unaffected car parking spaces on the shopping centre site will be available for customers, thereby minimising any trading implications to shop owners as a consequence of the construction process. Staff will be given sufficient notice that they will be required to park in the temporary off-site car park during the 6 month initial construction period until the new car park is reinstated.

An indicative car park layout plan has been prepared and attached to this report which indicates the temporary car parking area has a capacity of approximately 163 parking spaces. The parking aisles will be set out using star pickets as agreed by Council. Vehicular access to the temporary car parking area is to be provided via an existing 7.3m wide driveway in Cabramatta Road, approximately 50m south of the pedestrian crossing, which services the Michael Wenden Aquatic & Recreation Centre car park. The driveway is currently signposted as "exit-only", however given the generous width of the driveway it is proposed to remove the sign during the temporary car park period, and allow two-way vehicular movements, as shown on Figure 4. Additional signage will also be erected on Cartwright Avenue and Cabramatta Avenue, advising staff on how to get to the temporary car park.

It is estimated that both of the new parking levels will be completed and opened for use within approximately 9-12 months.

Risk Assessment & Management Plan

Risk management is the process of identifying, assessing, responding to, monitoring, and reporting risks. The project manager working with the project team will ensure that risks are actively identified, analysed, and managed whilst the temporary car park is in place. Risks will be identified as early as possible in the project so as to minimise their impact.

A log will be generated and updated as needed and will be stored in hard copy and electronically in the site office. The log will be maintained by the project manager and reviewed as required at project team meetings.

The primary risk associated with the temporary car park would be the safety for car park users walking to/from the shopping centre. As mentioned above, there is approximately 400m walking distance between the temporary car park and the main entrance to the shopping centre in Cartwright Avenue. The entire distance consists of existing sealed public footpaths with street lighting. During the winter evenings it may be necessary to install temporary lighting throughout the car park.

The temporary car park will be regularly patrolled by shopping centre security who will monitor and record any incidents or risks in the abovementioned log. Consideration could be given to installing some form of gate, barricade or other security measure to restrict after-hours vehicular access to the car park.

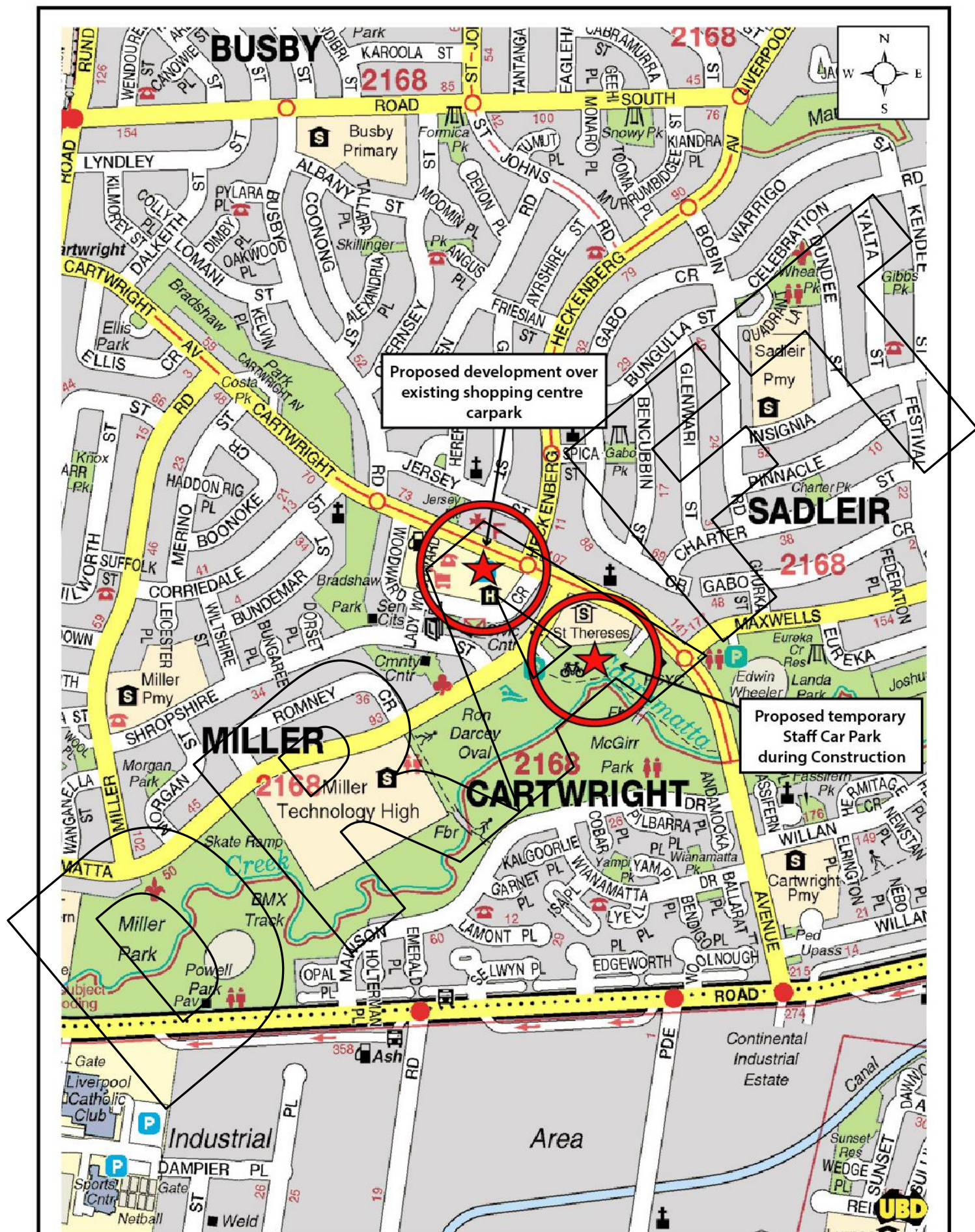
I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

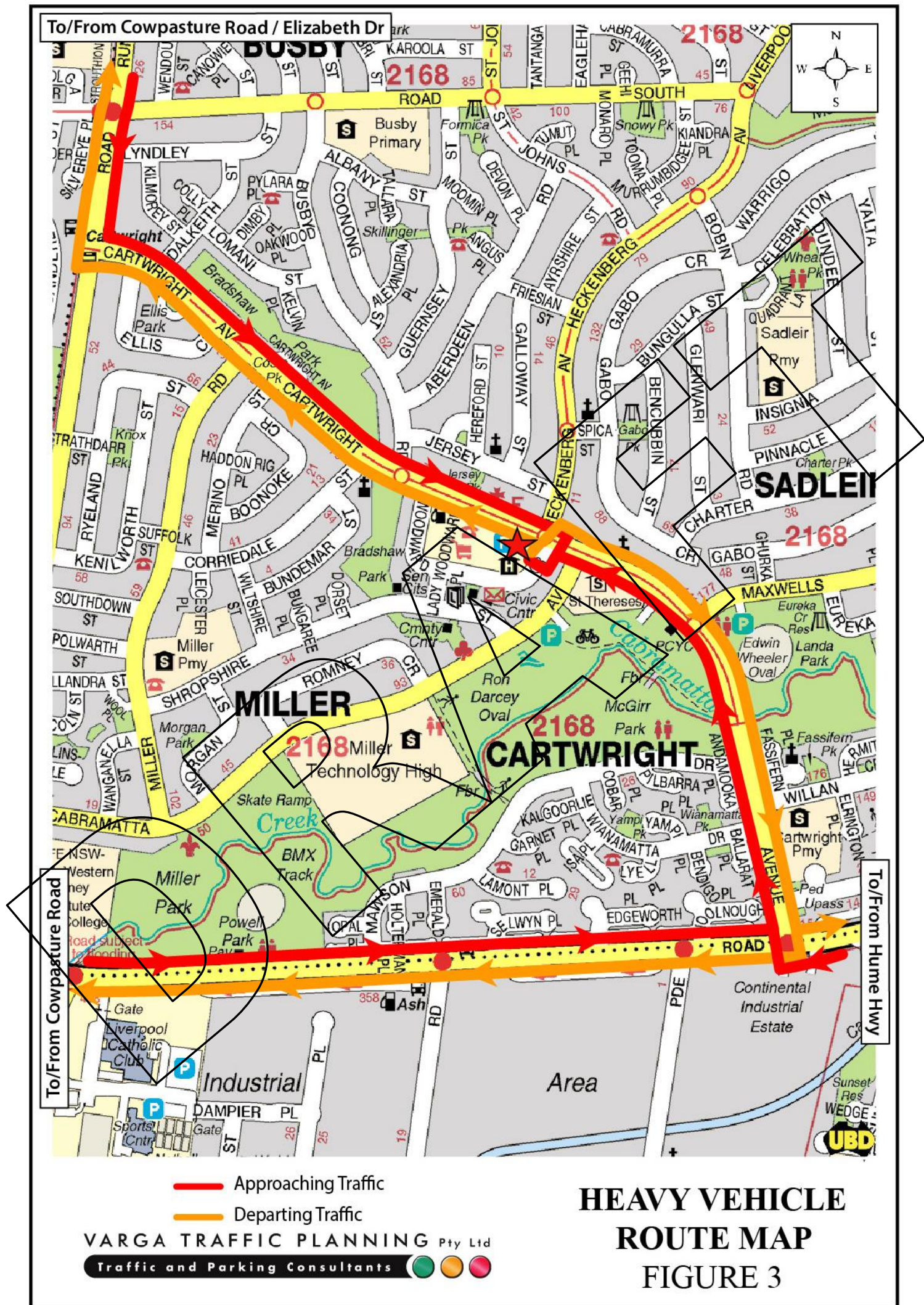
Yours sincerely

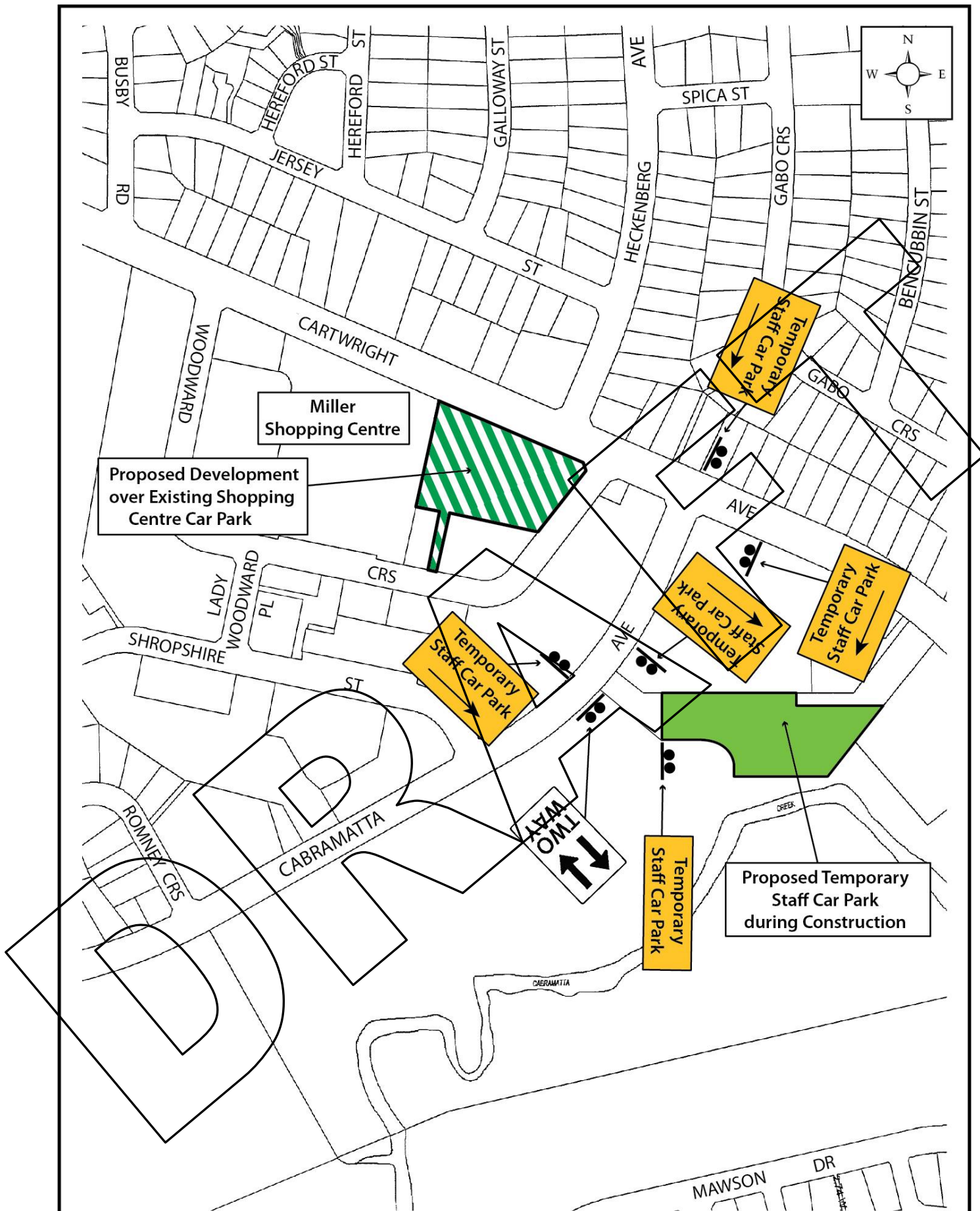


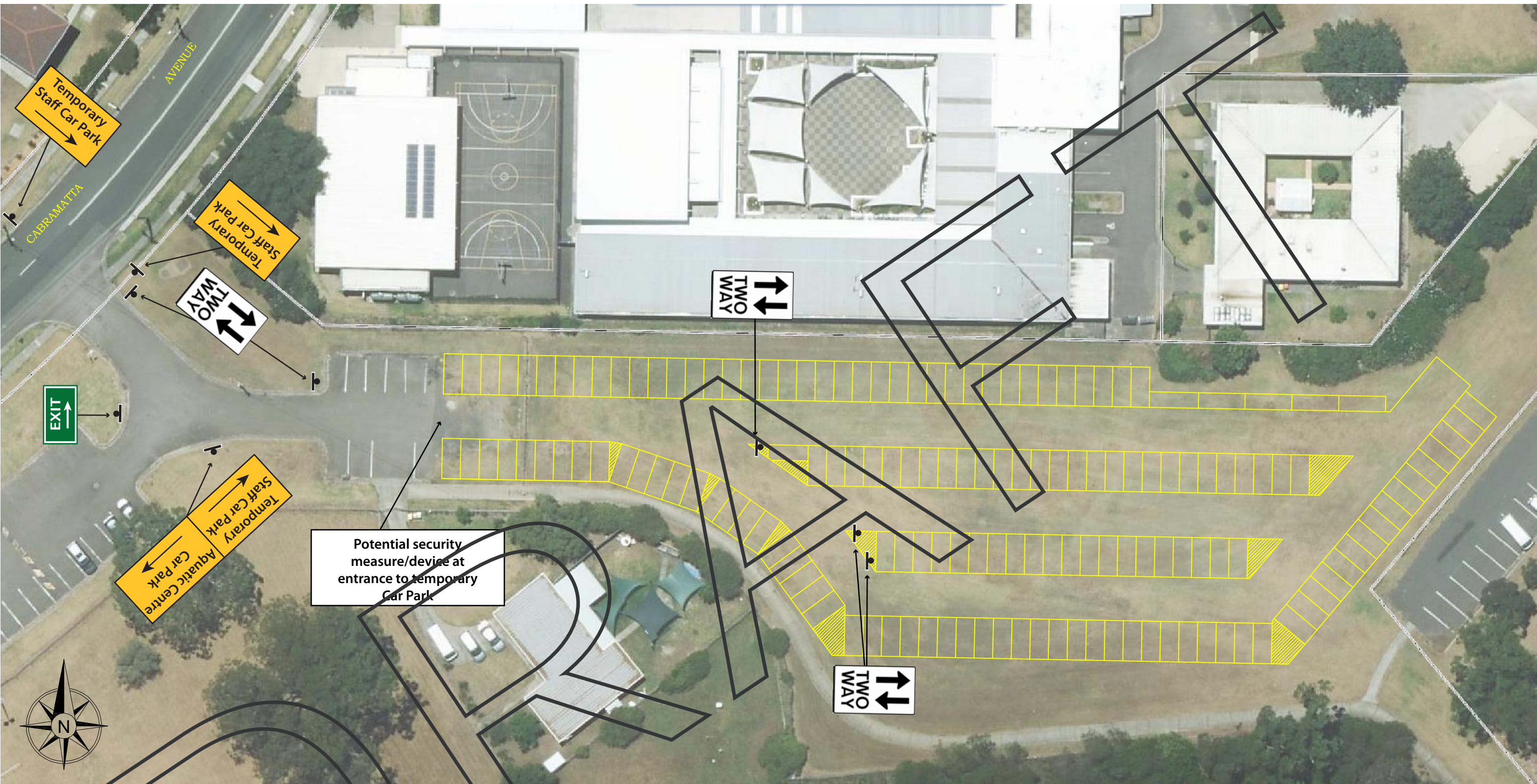
Chris Palmer
Traffic Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd

DRAFT









TEMPORARY CAR PARK AREA DURING CONSTRUCTION

DA-62/2015 - 90 Cartwright Avenue, Miller
Ref: 14846

0m 25m 50m

Scale 1:500 @ A3 Size