



Response to Request for Information: Addendum 1 Swept Paths
Cabramatta East Development Application
for
Moon Investments

Document Control

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Table of Contents

| | | |
|----------|---|----------|
| 1 | Response to RFI – Traffic & Transport..... | 1 |
| 1.1 | Overview..... | 1 |
| 1.2 | Addendum 1: Swept Paths..... | 1 |
| 2 | Swept Path Figures | 2 |

1 Response to RFI – Traffic & Transport

1.1 Overview

arc traffic + transport has prepared a detailed **Response** to the traffic and transport issues identified in the recent Request for Information dated 1/12/2023 (**RFI 2023**) prepared by Fairfield City Council (**Council**) in relation to the Cabramatta East Development Application (the **DA**); the RFI also includes issues raised by Transport for NSW (**TfNSW**) which have also been addressed.

The detailed Response to the RFI was submitted to Council as part of the broader Response on 9 February 2024.

1.2 Addendum 1: Swept Paths

As noted in the Response, additional work was to be completed in regard to a review of the design of some parts of the residential car park (from CRE Minor) and the Broomfield Street car in response to issues identified in the RFI; these issues are noted in Section 4.3, Section 4.4 and Section 4.6 of the Response.

Further to our review of these issues, minor changes have been identified that can be incorporated into the final design of the car parks to ensure that all aisles and circulation areas are fully compliant with the relevant Australian Standards. These amendments can be addressed by attaching appropriate Conditions of Consent to a future DA consent.

2 Swept Path Figures

The swept path figures have been prepared in consultation with PDC Consulting, and are provided below with annotations relating to the areas of minor non-compliance and means by which these areas of minor non-compliance will be addressed.

With regard to the residential car park, the analysis indicates that a minor adjustment to the length of the central median in the driveway is required. It is anticipated that this adjustment would be required as a Condition of Consent.

With regard to the potential for further improvements within the Broomfield Street car park, the following is noted:

- The opportunity exists to provide additional efficiency and safety by the relocation or reorientation of Parking Spaces 58 – 60 inclusive. While it is not uncommon for parking spaces to be provided in this location (i.e. opposite the ramp) this additional revision will create better efficiencies and can be considered further prior to the finalisation of plans or as a Condition of Consent.
- While Parking Spaces 59 and 60 could be accessed from an alternative aisle (i.e. the aisle running perpendicular to the current aisle providing access to these parking spaces), the removal any spaces and/or additional access restrictions (i.e. left in/left out ramps/aisles or one-way aisles) could also be considered to improve efficiencies.

With reference to Section 2.9 of the Response, it is noted that the Broomfield Street car park would still provide parking in excess of peak demand if such changes resulted in a minor loss of parking spaces.

Residential Car Park Design Revisions



