

08196
15 September 2011

Ben Lusher
Department of Planning and Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Dear Ben

MP08_0244 MIXED USE DEVELOPMENT
23-37 LINDFIELD AVENUE AND 11 HAVILAH LANE, LINDFIELD

We write on behalf of Anka (Civic Centre) Pty Ltd (Anka) in regard to Ku-ring-gai Council's (the Council) submission to the Preferred Project Report, dated August 2011 and their draft conditions. Anka is of the view that the issues highlighted in the submission have been adequately dealt with in the PPR, especially in regard to the Part 3A application and the Built Form/ Urban Design issues. However, we provide below additional information in regard to Car Parking and comments to Council's draft Conditions.

1.0 CAR PARKING LAYOUT

In light of the Council's comments regarding the compliance of the car parking layout and vehicular access with AS2890.1, the configuration of the parking layout within the Basement levels 1 and 2 and the Ground Floor level vehicular access arrangements have been amended to ensure compliance. Amended plans, included at **Attachment A**, show:

- the vehicular entry width from Havilah Lane at Ground Floor Level has increased to 7m;
- the retail car spaces within Basement Levels 1 and 2 to be 2.6m wide;
- the aisle widths within the Basement Levels 1 and 2 to generally be 6.6m wide;
- amendments to the parking layout within Basement Levels 1, 2 and 3; and
- specific bicycle parking and proposed parking numbers are now shown at Basement Levels 1 and 2.

In addition Robert Varga has provided a letter (**Attachment B**) which confirms that:

"the revised plans make provision for "user class 3A" parking spaces, as specified by AS2890.1 - 2004, comprising 2.6m wide car parking space with 6.6m wide aisle widths".

Further, it is noted that the circulation aisle between the central parking bay and the internal pedestrian ramp, is for vehicle circulation purposes only, and is not intended to be used for manoeuvring in/out of the adjacent parking bays. Should the Department consider it necessary, Anka are happy to have a condition imposed on the Instrument of Approval requiring wheel stops to be provided in the central parking bays to prevent vehicles manoeuvring in/out of the 'wrong-end' of the parking spaces.

The amendments to the parking layout at Basement Levels 1 and 2 arise from the need to provide 2.6m wide spaces, which in due course amends the structural grid. The amendments to Basement Level 3 arise from the need to amend the grid structure for Basement Levels 1 and 2. Overall the amendments result in a decrease of 10 spaces, as shown in the following table.

Component	Preferred Project	Amended Project
Parking Total	231	221
Basement Total	206	196
Residential Total	97	95
Retail Total	118	111
Visitor Total	16	15

2.0 DRAFT CONDITIONS

In regard to the draft Conditions proposed by the Council, Anka has reviewed these and generally agree with most of the Conditions, with the exception of the following:

- Notice of proposed work (contaminated land);
- Dilapidation survey and report (private property);
- Construction and traffic management plan;
- Development Contributions Consent Condition - Lindfield Town Centre;
- Landscape plans;
- Landscape plans;
- Extinguishment of right of way;
- Amendments to approved engineering plans;
- Recycling and waste management;
- Location of plant (residential flat buildings);
- Number of bicycle spaces;
- Basement car parking details; and
- Design of works in public road (Roads Act approval).

Attachment C includes an annotated version of the draft Conditions. The comments mostly include minor word changes however, Anka do not agree with the conditions underlined above, the justification for this is included in **Attachment C**.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or cburdett@jbaplanning.com.au.

Yours faithfully



Claire Burdett
Senior Planner