



29 May 2013

Ref 12135

ANKA (Civic Centre) Pty Ltd
Level 3
179-191 New South Head Road
EDGECLIFF NSW 2027

Attn: Andrew Stringer

Dear Andrew,

**MODIFICATIONS OF PREVIOUSLY APPROVED MIXED USE DEVELOPMENT
23-37 LINDFIELD AVENUE & 11 HAVILAH LANE, LINDFIELD
TRAFFIC AND PARKING MATTERS**

I refer to the letter from the Department of Planning dated 25 March 2013 addressed to ANKA (Civic Centre) Pty Ltd requesting additional information in respect of the abovementioned development proposal. The following advice is provided in response to the traffic and parking matters raised in the DoP letter.

6. Access

The Shared Zone proposed off Havilah Lane is to be managed with a Vehicle Management Plan as detailed in the attached documentation. A key feature of the Vehicle Management Plan will be the use of an *accredited* Traffic Controller whose task it will be to supervise the safe arrival and departure of all trucks accessing the loading dock.

In addition, whilst the area will operate as a Shared Zone, a separate, dedicated pedestrian path will be provided along the eastern side of the Shared Zone which will be separated from the adjacent Shared Zone by a row of bollards.

Notwithstanding, it is noted that the number of deliveries expected to be accommodated by the proposed development is relatively low, in the order of approximately 15 deliveries per day, or approximately 1 to 2 deliveries per hour. That frequency of deliveries is minimal and can be comfortably accommodated in a conventional retail carparking environment.

A copy of the Vehicle Management Plan is attached.

Additional Information Required

- revised basement carparking plans have been prepared incorporating an additional basement level of carparking, as requested. All aspects of the proposed vehicular access and carparking arrangements have been designed to comply with the Standards Australia publication *Parking Facilities Part 1: Off-Street Car Parking AS2890.1 – 2004*. In particular, it is noted that the retail parking level has been designed with wider aisles and wider parking spaces nominated by *AS2890.1* for shopping centres. The additional widths are *above* the minimum single manoeuvre width required to facilitate easy access in/out of parking spaces and to enable for opening of all car doors, in accordance with the requirements of *Use Class 3A* for shopping centres
- swept path analysis* confirms that the proposed arrangements will be able to accommodate a large 11m long rigid truck whilst travelling in a forward direction at all times, as illustrated on the *Vehicle Access Plan* drawing number 6000 Revision B prepared by *Crone Partners*. The truck will reverse into the loading dock under the supervision of an *accredited* Traffic Controller. The generously proportioned vehicle manoeuvring area will ensure that trucks will be able to access the loading dock in a simple, single manoeuvre without causing any delays to other carpark users. In addition, the 9.5m width of the loading dock will be capable of accommodating at least 3 delivery vehicles simultaneously well in excess of likely needs, such that there will never be any need for delivery vehicles to obstruct vehicle circulation

The following advice is provided in response to the matters raised in Council's Submission:

- Traffic Generation:**

The scale of the retail component in the previously approved development has been substantially reduced, and it follows that the traffic generation potential of the revised development will also be substantially reduced. Given that the previously approved development did not warrant the provision of any road improvements or intersection upgrades, it is therefore clear that the reduced scale of the revised development will also not warrant any road improvements or intersection upgrades.

- Carparking Provisions:**

As noted in the foregoing, an additional level of basement carparking has now been incorporated in the development proposal, yielding a total of 184 off-street carparking spaces to be provided on the site. That proposed carparking provision does *not* include the 25 parking spaces located on the adjacent site. The increased parking to be provided on the site is to be allocated as set out in the table below:

Use		Number of Original S75W Spaces	Revised Number of Spaces Now Proposed
Residential Parking	(Basement 1, 2, 3)	106 spaces	118 spaces
Residential Visitor Parking	(Basement 1)	8 spaces	12 spaces
Retail Parking*	(Lower Ground Level)	42 spaces	44 spaces
Retail Staff Parking	(Basement 1)	6 spaces	10 spaces
Total Car Parking		162 spaces	184 spaces

**On-site parking only ie; excluding the 25 carparking spaces on Council carpark)*

- **Carparking Layout and Design:**

As noted in the foregoing, the geometric design layout of the proposed vehicular access and carparking arrangements have been designed in accordance with the requirements of *AS2890.1 – 2004*. In particular, it is noted that the retail component of the carparking area is generously proportioned, with wider aisles and wider parking spaces to facilitate simple, single manoeuvres in/out of parking space. Access to the retail carparking level will be controlled by a conventional boom gate system, with a payment required for vehicles exceeding the nominated time limit. Service vehicle movements will be controlled by the same boom gate system, although it is noted that most deliveries will be completed in *less than* 1 hour. If necessary, the dock manager can issue an exit path for delivery vehicles exceeding the time limit.

The suggestion that provision be made for future connectivity between adjacent carparking areas and the basement parking levels incorporated in the development proposal is *not* feasible, as all of the parking spaces in the basement parking levels will be allocated to specific building occupants (ie; residents or shop owners) and residential visitors only. There will *not* be any public carparking in the basement parking levels and accordingly, connection with adjacent future public carparking areas is not feasible.

- **Bicycle Parking:**

Provision has been made within the secure basement carparking areas to accommodate a total of 129 bicycles. Additional bicycle storage facilities are proposed at the entrance to the retail levels in Kochia Lane and in the retail carparking area off Havilah Lane, in accordance with Council's requirements.

- **Service Vehicles Provision and Access:**

The proposed service vehicle arrangements have been assigned to accommodate large rigid trucks up to 11m in length, consistent with the largest truck size used by the prospective operator of the supermarket.

I trust that the above advice satisfactorily responds to the issues raised in your letter. Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely



Robert Varga
Director
Varga Traffic Planning Pty Ltd