

13 November 2013

The Director General
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Mark Brown

Dear Mark,

RE: MP09_0066 THOMAS STREET CAR PARK SITE CHATSWOOD MODIFICATION 9

I refer to the notification of the application for Modification 9 of the Thomas Street Car Park development approval MP09_0066 and note that the modification concerns the design of the basement car parking levels and delivery access to the site.

Council advises it has been in discussion with Meriton to further improve the efficiency of the car parking levels and to avoid conflicts between delivery/service trucks and vehicles using the car parking. Council has also been in discussion with Meriton to improve pedestrian access from the public car park to the rear of 12 Thomas Street.

The plans provided with the modification reflect those general discussions although I note the plan reference details are incorrectly quoted in the modification documentation.

The plans that Council have been considering have been amended from those lodged with the Department for the Modification application. The plans Council has been reviewing, although amended from those lodged with the Department, have not had the revision numbers amended. Therefore, in this submission the following changes and issues with the modification are noted:

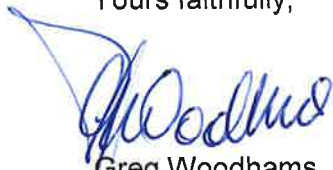
1. The swept paths for trucks (including Council's refuse truck) for manoeuvring and exiting the site and B99 vehicles using the exit to Thomas Street indicate that vehicles will hit or have to mount the kerb and potentially hit the wall especially SP7, SP10 and SP12.
2. There is no transition provided at the end of car park entry ramp. The maximum change in grade is 15% to avoid vehicles scraping.
3. Separation of the car park entry and exit lanes to Albert Avenue was to be provided and is not shown. Such separation is not to extend such that it obstructs the public footpath.
4. Pedestrian safe walkway areas on one side of the circulating ramps in the public car park are to be provided. It is noted some but not all are shown.
5. Pedestrian sight lines require checking at all the exits to ensure visibility for pedestrians using the public footpath. Give way signs are to be provided at the exits.

Willoughby City Council

6. Only a 3 metre wide entry is provided to the car park such that left in left out only must operate in Albert Avenue. A median is required in Albert Avenue to stop the right turn movement into the car park.
7. To ensure a vehicle can enter the car park from the left lane in Albert Avenue, the crossing of the footpath requires a splay widening of 1.8 metres. It is noted that the footpath is to be a consistent grade for pedestrians in accordance with Council's requirements in Chatswood CBD.
8. Toughened glass sliding doors are to be provided to separate the public car park lift lobby from the serviced apartment lobby.
9. An access capable of being locked when not in use from at least one of the public car park lifts is to be provided to the mezzanine level for access to the loading dock.
10. The paving in the right of way is to match the paving in Fleet Lane and Thomas Lane.
11. The location of the pay stations in the public car park shall not obstruct the fire hose reels and electrical cabinets.
12. The pedestrian crossing in the right of way shall be designed to provide for people with disabilities.

On the basis of the above amendments being made to the submitted plans provided with the modification application Council has no objection to the proposed modification subject to the amended design requiring satisfaction of the approval requirements of Condition B15.

Yours faithfully,



Greg Woodhams
ENVIRONMENTAL SERVICES DIRECTOR