

25 November 2013

Mr Mark Brown
NSW Department of Planning & Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Dear Mr Brown,

MP09_0088 (MOD9) – THOMAS STREET CAR PARK SITE CHATSWOOD

I refer to Willoughby City Council's letter of the 13 November 2013 and submissions received for amendments to the basement levels and provide a response to the issues below.

Annexure 1 contains a copy of the architectural plans showing the 12 amendments Council has requested in their letter and is shown in red.

Willoughby City Council

Willoughby City Council listed 12 items to be considered and is separately responded as follows.

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.

Response – The Swept Paths SP7, SP10, and SP12 have been reviewed in relation to the exit to Thomas Street. As a result of this review the plans have been amended by altering column shapes and internal kerb widths to ensure vehicles exiting the site from Thomas Street cannot mount a kerb or hit a wall (refer to the architectural plans at **Annexure 1**. **Annexure 2** shows the revised sweep paths).

2. There is no transition provided at the end of the car park entry ramp. The maximum change in grade is 15% to avoid vehicle scrapping.

Response – Traffic Transport and Associates (TTA) has reviewed this issue and states that the ramp is built in accordance with AS2890.1 (refer to **Annexure 3**).

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.

Response – This is now shown on the plans as Point 3 in **Annexure 1**.

4. Pedestrian safe walkway areas on one side of the circulation ramps in the public car park are to be provided. It is noted some but not all are shown.

Response – A Pedestrian safe walkway area is now shown on all circulation ramps. Refer to **Annexure 1**.

5. Pedestrian sight lines require checking at all the exits to ensure visibility for pedestrians using the public footpath. Giveaway signs are to be provided at the exits.

Response – Pedestrian sightlines have been reviewed by GTA consultants and shown in Annexure 3. The Architectural plans have been amended accordingly to ensure visibility from the pedestrian footpaths – Refer to **Annexure 1**. Giveaway signs are too small to place on the DA plans. A condition of consent can be imposed to ensure compliance.

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.

Response – A median strip along Albert Avenue is now shown on the amended plans to stop the right turn movement into the car park. Refer to **Annexure 1**.

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 the Chatswood CBD.

Response – Compliance with this requirement is shown on the plans in **Annexure 1**.

8. Toughened glass sliding doors are to be provided to separate the public car park lift lobby from the serviced apartment lobby.

Response - Compliance with this requirement is shown on the plans in **Annexure 1**.

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.

Response – No objection is raised to this request and is difficult to identify on architectural plans. This request can occur to lift L15 and a suitable condition be put in place as outlined below.

“A lift capable of being locked when not in use from 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.

Response – This is now shown on the architectural plans at **Annexure 1**.

11. The location of the pay stations in the public car park shall not obstruct the fire hose reels and the electrical cabinets.

Response – This has been notated on the architectural plans and detailed in the larger scale drawing in **Annexure 4**. The notation TM is the Ticket Machine on the plan.

12. The pedestrian crossing in the right of way shall be designed to provide for people with disabilities.

Response – The plans show the reinstatement of the pedestrian crossing for people with a disability that was previously proposed in Modification 6. – refer to **Annexure 1**.

In all circumstances, the plans have been amended to address all of Council requirements listed above.

SUBMISSIONS RECEIVED

Seven submissions have been received as of the date of this letter that are available on the Department of Planning and Infrastructure website (refer to **Annexure 5**). With the exception of one submission, there was one common issue that was contained in a proforma letter signed by different authors that were slightly amended. This issue is about converting the Right of Way from access for people with a disability into a zone that is also shared with vehicles accessing the loading dock.

The author of the proforma letters is incorrect with this detail.

The original approval by the Minister of Planning back in 2010, did not have the Meriton Group involved, and included a Right of Way for vehicle and truck access from Thomas Street to Fleet lane (Refer to **Annexure 6**). In addition to this, the original Condition E36 of the approval required the Council to enter into a legal instrument to provide legal public access over the link (refer to **Annexure 7**). Modification 3 consolidated the detail of this Right of Way from the sketch original stamped approval to architectural plans. As such, the Right of Way was never to be solely used for disabled pedestrian access.

Vehicles, including trucks with pedestrian access, were always going to be shared, which I do not think the authors of the letters recognise was contained in the original approval. During the assessment of Modification 6, it became clear that people with disabilities required access into the adjoining building because the adjoining building itself never provided complying disabled access. It is also important to state that it is

not Meriton or any other developer that may have purchased the Thomas Street car park site to provide disabled access to an adjoining property because a neighbouring building failed to provide for their own access for people with a disability. When the use for a Doctor's clinic was approved by Council in the adjoining building, direct disabled access should have been provided, but unfortunately was not. It therefore should not be up to Meriton to resolve.

Notwithstanding this, and in good community spirit, we decided in Modification 6 to include a dedicated pedestrian crossing from the proposed basement public car park into Fleet Lane at the rear of the adjoining property for people with a disability. Now because Modification 6 was recently refused by the Planning and Assessment Commission, the approval reverts back to the Right of Way that must be shared by vehicles and people with a disability as approved back in 2010, which is obviously not a good solution. Now because we recognise that there is a better solution, the current Modification 9 now reinstates the pedestrian crossing for disabled access in Modification 6 that is a far better solution to access the neighbouring property than under original approval. The plan in Annexure 1 shows the reinstated pedestrian crossing.

Reinstatement of the pedestrian crossing will provide safer access to the neighbouring property compared to the existing arrangement under the original approval. It is also important to note that only 2-4 service vehicles per day are expected to access the loading dock by this right of way into the new loading area based on existing serviced apartment developments that the Meriton Group operate.

To further improve the safety for people with disabilities accessing Fleet Lane, we have also decided to further assist these people by signalling the pedestrian crossing. This can best be imposed as a condition of approval as follows.

"Signalised Pedestrian Crossing

The pedestrian crossing providing access to Fleet Lane is to be signalised to make vehicles come to a stop to allow people to cross the Right of Way."

The remaining issue by the "Igloo" development to the east on Albert Avenue has raised concern that trucks cannot suitably access the Right of Way. In this regard, we instructed TTA Consultants to review the turning and sweep path templates. From this review a number of kerbs and column widths were amended to ensure all vehicle types can safely manoeuvre and access the Right of Way. The amended relevant sweep paths are contained in Annexure 2 and the plans in Annexure 1.

Conclusion

Modification 9 has been further improved in this submission by reinstating the pedestrian crossing for people with a disability that was available in Modification 6. Further safety improvement for people with a disability to access Fleet Lane is now provided with signalling the pedestrian crossing.

The issues raised by Council in further improving public car park are all included in the amended plans contained in this submission. Council and Meriton recognise that the amended location of the loading dock is far superior to Modification 3. The loading dock proposed in this modification is being moved out of the public car parking area to not create a serious conflict between vehicles entering the public car park with service vehicles seeking to manoeuvre for loading and unloading. This arrangement is supported by Council.

Yours faithfully
MERITON GROUP

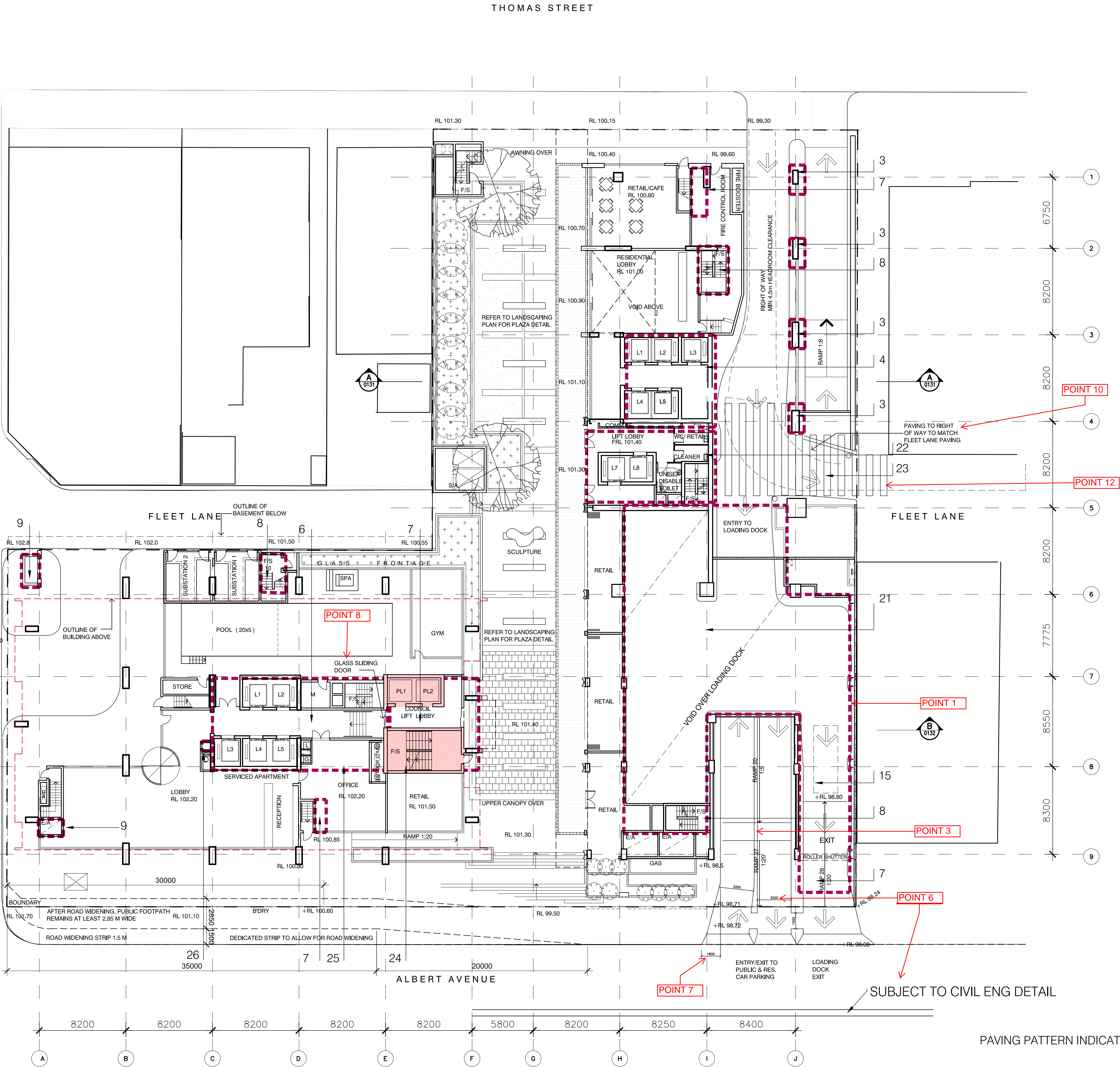


Walter Gordon
Director of Planning & Development

ANNEXURE 1

LEGEND

3. COLUMNS REALIGNED
4. LIFTS ADDED, LIFT LOBBY REDESIGNED
7. DELETION OF STAIRS
8. STAIR INTRODUCED
9. RISER INTRODUCED
15. RAMP REDUCED, LOADING DOCK EXIT INTRODUCED
21. RETAIL REDUCED, CHILD CARE LIFT, PUBLIC STAIRS AND LIFTS REPLACED WITH VOID OVER LOADING DOCK.
22. RESIDENTIAL OFFICE AND RETAIL REPLACED WITH CHILD CARE AND GOODS LIFTS
23. RAMP DELETED
24. DELETION OF CHANGE ROOMS AND PART OF RETAIL REPLACED WITH PUBLIC STAIRS AND LIFT
25. SERVICED APARTMENT LIFTS AND STAIRS REARRANGED
26. GARBAGE CHUTE RELOCATED



1 GROUND FLOOR PLAN
1:200

PAVING PATTERN INDICATIVE ONLY

Revisions

H Council comments inundated	11.2013
G Basement Changes	10.2013
F Basement Changes	27.05.2013
E Basement Changes	22.05.2013
D Basement Changes	05.2013
C Section 75W Submission	19.07.12
B EA Submission	18.12.09
A submitted for Test of adequacy	09.11.09

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MERITON THOMAS STREET
Thomas Street/ Albert Avenue
Chatswood NSW 2067

Project No. 212007
Scale: 1:200@A1;1:400@A3
Date: 10/9/2009
Drawn: DH
Checked: EA
Approved: SP

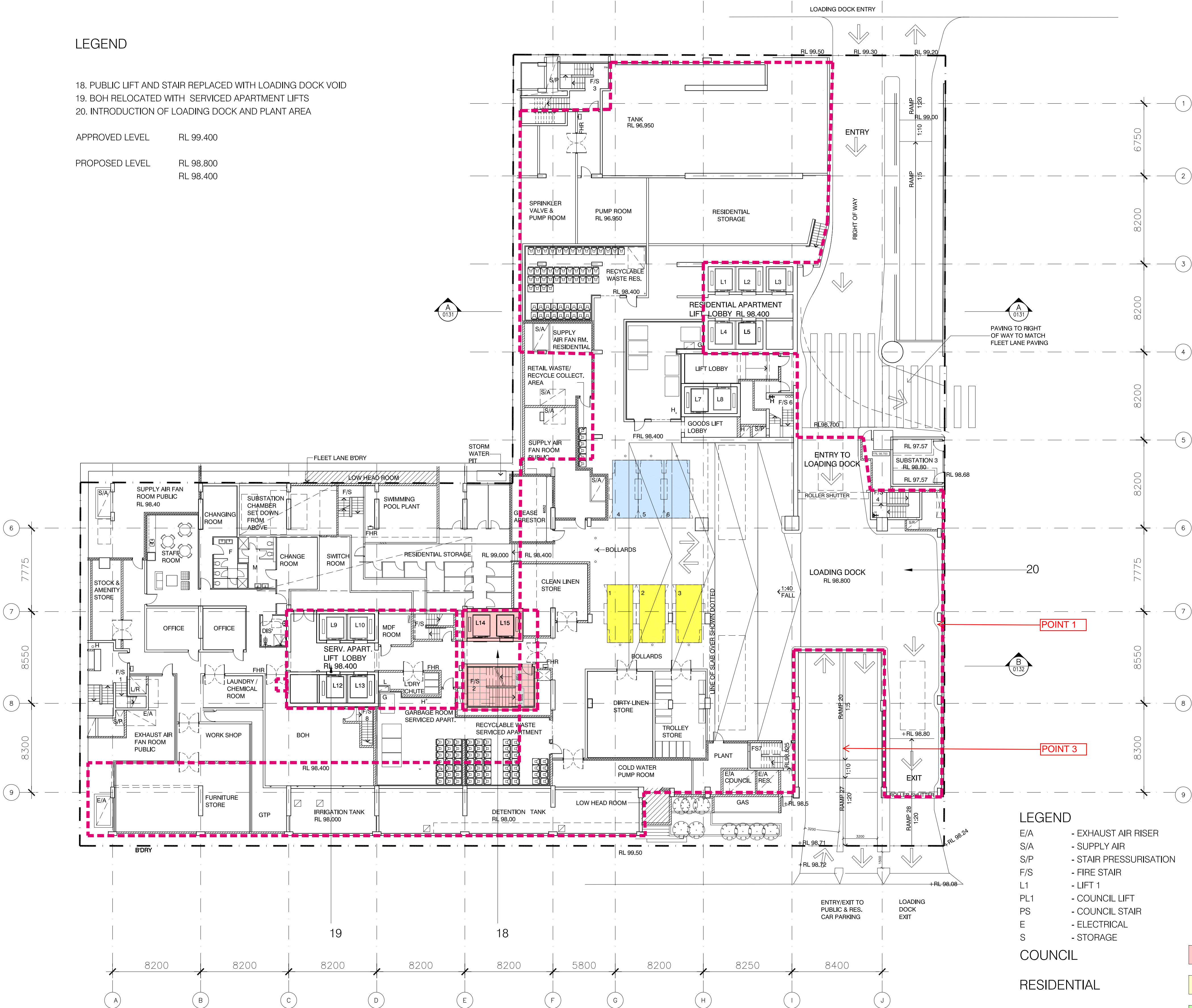
GROUND FLOOR PLAN

A-0100 H
MOD 9

LEGEND

18. PUBLIC LIFT AND STAIR REPLACED WITH LOADING DOCK VOID
19. BOH RELOCATED WITH SERVICED APARTMENT LIFTS
20. INTRODUCTION OF LOADING DOCK AND PLANT AREA

APPROVED LEVEL RL 99.400
PROPOSED LEVEL RL 98.800
RL 98.400



LEGEND

- E/A - EXHAUST AIR RISER
S/A - SUPPLY AIR
S/P - STAIR PRESSURISATION
F/S - FIRE STAIR
L1 - LIFT 1
PL1 - COUNCIL LIFT
PS - COUNCIL STAIR
E - ELECTRICAL
S - STORAGE

COUNCIL

RESIDENTIAL

CHILD CARE

SERVICED APARTMENTS

RETAIL

Revisions

H	COUNCIL COMMENTS INUNDATED	11.2013
G	BASEMENT CHANGES	10.2013
F	BASEMENT CHANGES	27.05.2013
E	BASEMENT CHANGES	22.05.2013
D	BASEMENT CHANGES	05.2013
C	SECTION 75W SUBMISSION	19.07.12

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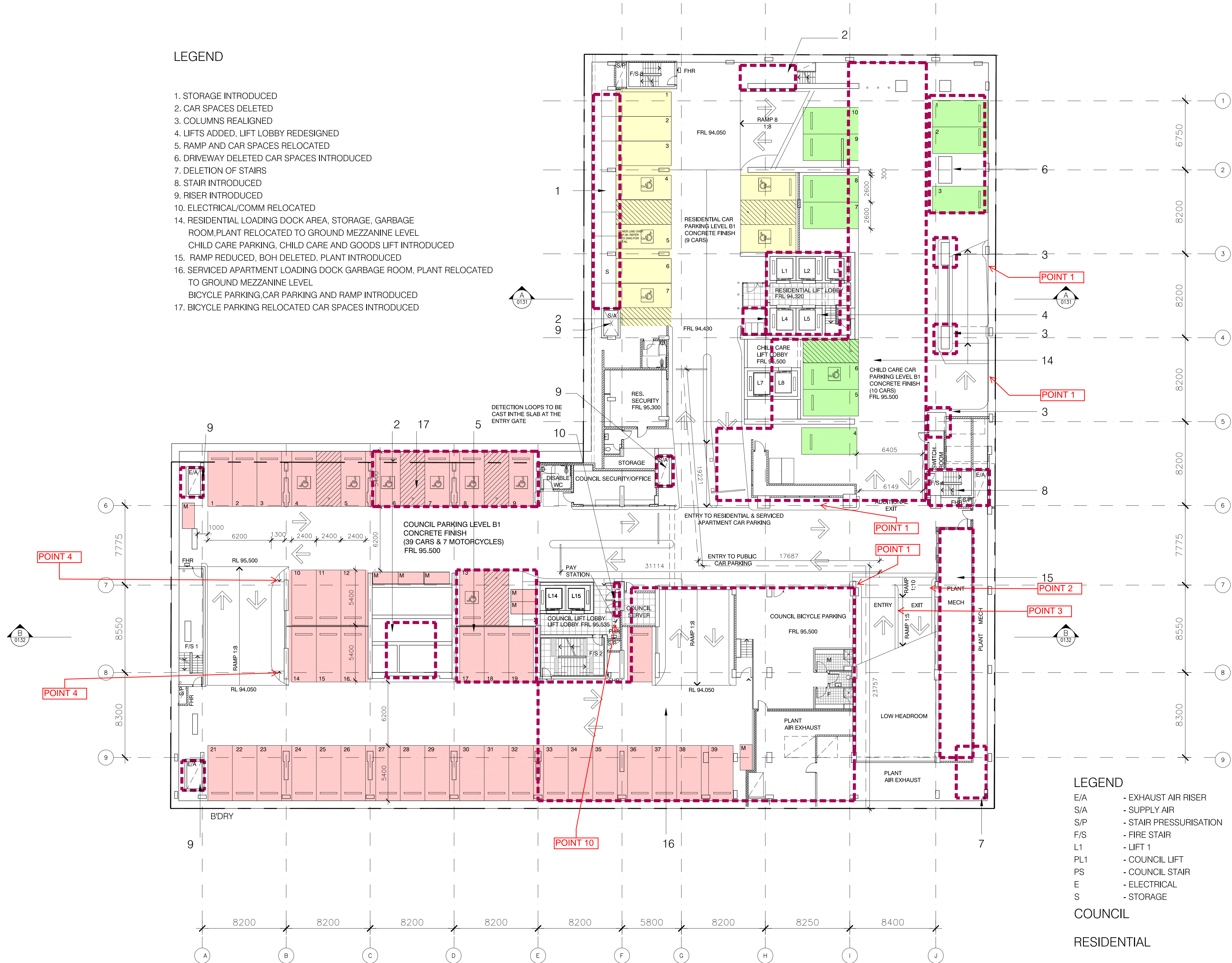
MERITON THOMAS STREET
Thomas Street/ Albert Avenue
Chatswood NSW 2067

Project No. 212007
Scale: 1:200@A1;1:400@A3
Date: APRIL 2012
Drawn: EA/RB
Checked: EA
Approved: SP

MEZZANINE
UPPER BASEMENT 1
A-0110 H
MOD 9

LEGEND

1. STORAGE INTRODUCED
2. CAR SPACES DELETED
3. COLUMNS REALIGNED
4. LIFTS ADDED, LIFT LOBBY REDESIGNED
5. RAMP AND CAR SPACES RELOCATED
6. DRIVEWAY DELETED CAR SPACES INTRODUCED
7. DELETION OF STAIRS
8. STAIR INTRODUCED
9. RISER INTRODUCED
10. ELECTRICAL/COMM RELOCATED
14. RESIDENTIAL LOADING DOCK AREA, STORAGE, GARBAGE ROOM, PLANT RELOCATED TO GROUND MEZZANINE LEVEL
CHILD CARE PARKING, CHILD CARE AND GOODS LIFT INTRODUCED
15. RAMP REDUCED, BOH DELETED. PLANT INTRODUCED TO GROUND MEZZANINE LEVEL
16. SERVICED APARTMENT LOADING DOCK GARBAGE ROOM, PLANT RELOCATED TO GROUND MEZZANINE LEVEL
BICYCLE PARKING, CAR PARKING AND RAMP INTRODUCED
17. BICYCLE PARKING RELOCATED CAR SPACES INTRODUCED



LEGEND

- E/A - EXHAUST AIR RISER
S/A - SUPPLY AIR
S/P - STAIR PRESSURISATION
F/S - FIRE STAIR
L1 - LIFT 1
PL1 - COUNCIL LIFT
PS - COUNCIL STAIR
E - ELECTRICAL
S - STORAGE

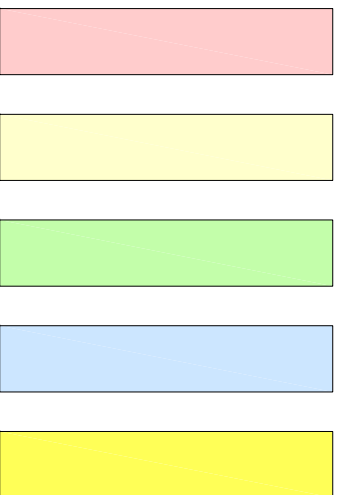
COUNCIL

RESIDENTIAL

CHILD CARE

SERVICED APARTMENTS

RETAIL



1 BASEMENT 1 PLAN
1:200

Revisions

G Council comments inundated	11.2013
F Basement changes	10.2013
E Basement changes	04.2013
D CC Submission, Council comments inundated	11.07.2012
C Construction Certificate Submission	2.07.2012
B EA SUBMISSION	18.12.2009

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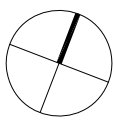
Consultants

Planner	-
Structural	-
Services	-
Landscape	-
Acoustics	-
Traffic	-

MERITON THOMAS STREET

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Project No. 212007
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Date: 05.2012
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Approved: SP

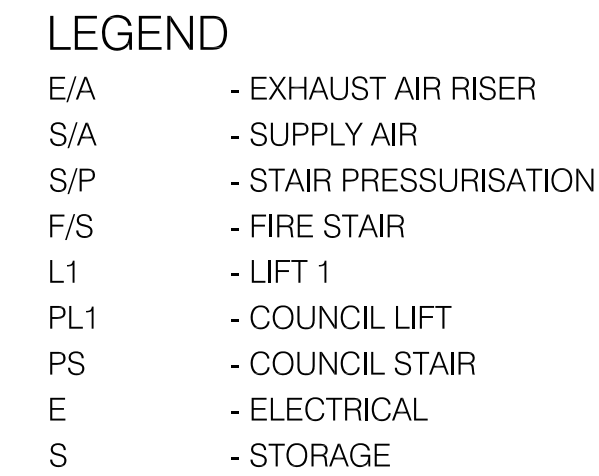


BASEMENT 1 PLAN

A-0111
MOD 9

G

1. STORAGE INTRODUCED
2. CAR SPACES DELETED
3. COLUMNS REALIGNED
4. LIFTS ADDED, LIFT LOBBY REDESIGNED
5. RAMP AND CAR SPACES RELOCATED
6. DRIVEWAY DELETED CAR SPACES INTRODUCED
7. DELETION OF STAIRS
8. STAIR INTRODUCED
9. RISER INTRODUCED
10. ELECTRICAL/COMM RELOCATED
11. RISER DELETED CAR SPACE INTRODUCED
12. CHILD CARE PARKING RELOCATED TO LEVEL B1
13. RETAIL CAR SPACES RELOCATED TO LOADING DOCK LEVEL



RETAIL

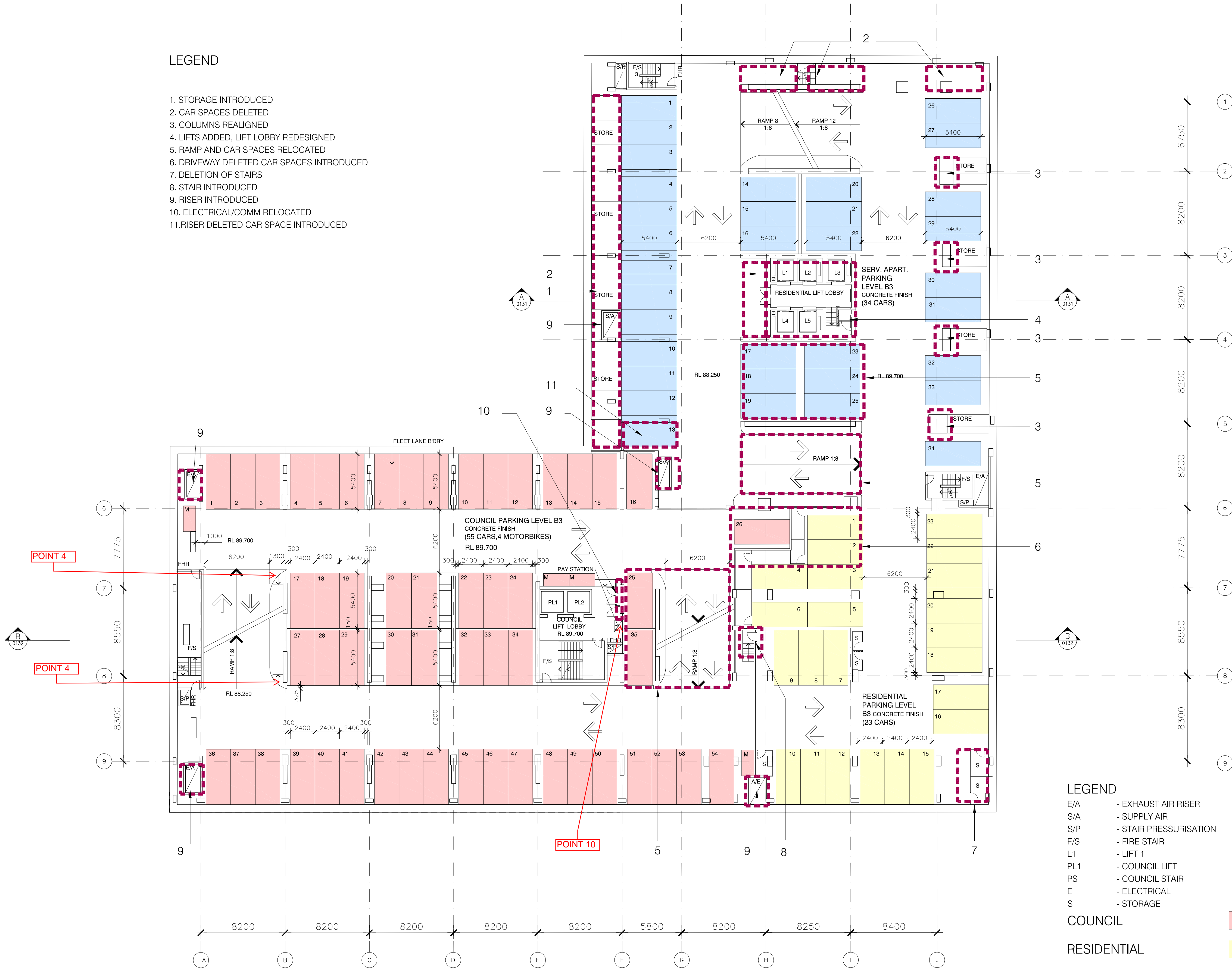


4

1 BASEMENT 2 PLAN
1:200

LEGEND

1. STORAGE INTRODUCED
2. CAR SPACES DELETED
3. COLUMNS REALIGNED
4. LIFTS ADDED, LIFT LOBBY REDESIGNED
5. RAMP AND CAR SPACES RELOCATED
6. DRIVEWAY DELETED CAR SPACES INTRODUCED
7. DELETION OF STAIRS
8. STAIR INTRODUCED
9. RISER INTRODUCED
10. ELECTRICAL/COMM RELOCATED
11. RISER DELETED CAR SPACE INTRODUCED



LEGEND

- E/A - EXHAUST AIR RISER
S/A - SUPPLY AIR
S/P - STAIR PRESSURISATION
F/S - FIRE STAIR
L1 - LIFT 1
PL1 - COUNCIL LIFT
PS - COUNCIL STAIR
E - ELECTRICAL
S - STORAGE

COUNCIL

RESIDENTIAL

CHILD CARE/RETAIL

SERVICED APARTMENTS

RETAIL

Revisions

H	Basement changes	10.2013
G	Basement changes	27.05.2013
F	Basement changes	22.05.2013
E	Basement changes	04.2013
D	CC Submission, Council comments inundated	11.07.2012
C	Construction Certificate Submission	2.07.2012
B	EA SUBMISSION	18.12.2009

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Approved: SP

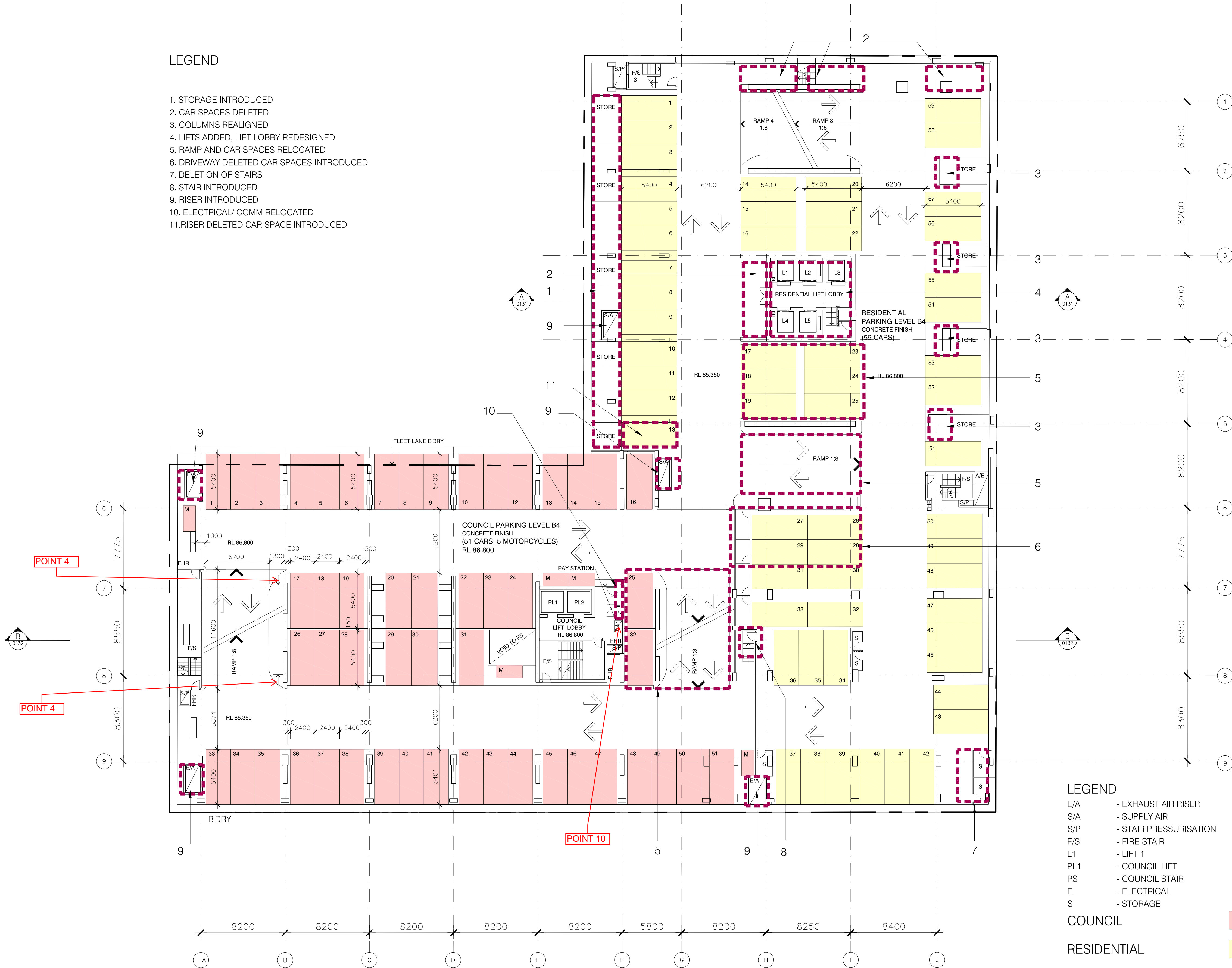


BASEMENT 3 PLAN

A-0113 H
MOD 9

LEGEND

1. STORAGE INTRODUCED
2. CAR SPACES DELETED
3. COLUMNS REALIGNED
4. LIFTS ADDED, LIFT LOBBY REDESIGNED
5. RAMP AND CAR SPACES RELOCATED
6. DRIVEWAY DELETED CAR SPACES INTRODUCED
7. DELETION OF STAIRS
8. STAIR INTRODUCED
9. RISER INTRODUCED
10. ELECTRICAL/ COMM RELOCATED
11. RISER DELETED CAR SPACE INTRODUCED



LEGEND

- E/A - EXHAUST AIR RISER
S/A - SUPPLY AIR
S/P - STAIR PRESSURISATION
F/S - FIRE STAIR
L1 - LIFT 1
PL1 - COUNCIL LIFT
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Revisions

J Council comments inundated	11.2013
H Basement changes	10.2013
G Basement changes	27.05.2013
F Basement changes	22.05.2013
E Basement changes	04.2013
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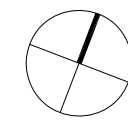
Consultants

Planner	-
Structural	-
Services	-
Landscape	-
Acoustics	-
Traffic	-

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BASEMENT 4 PLAN

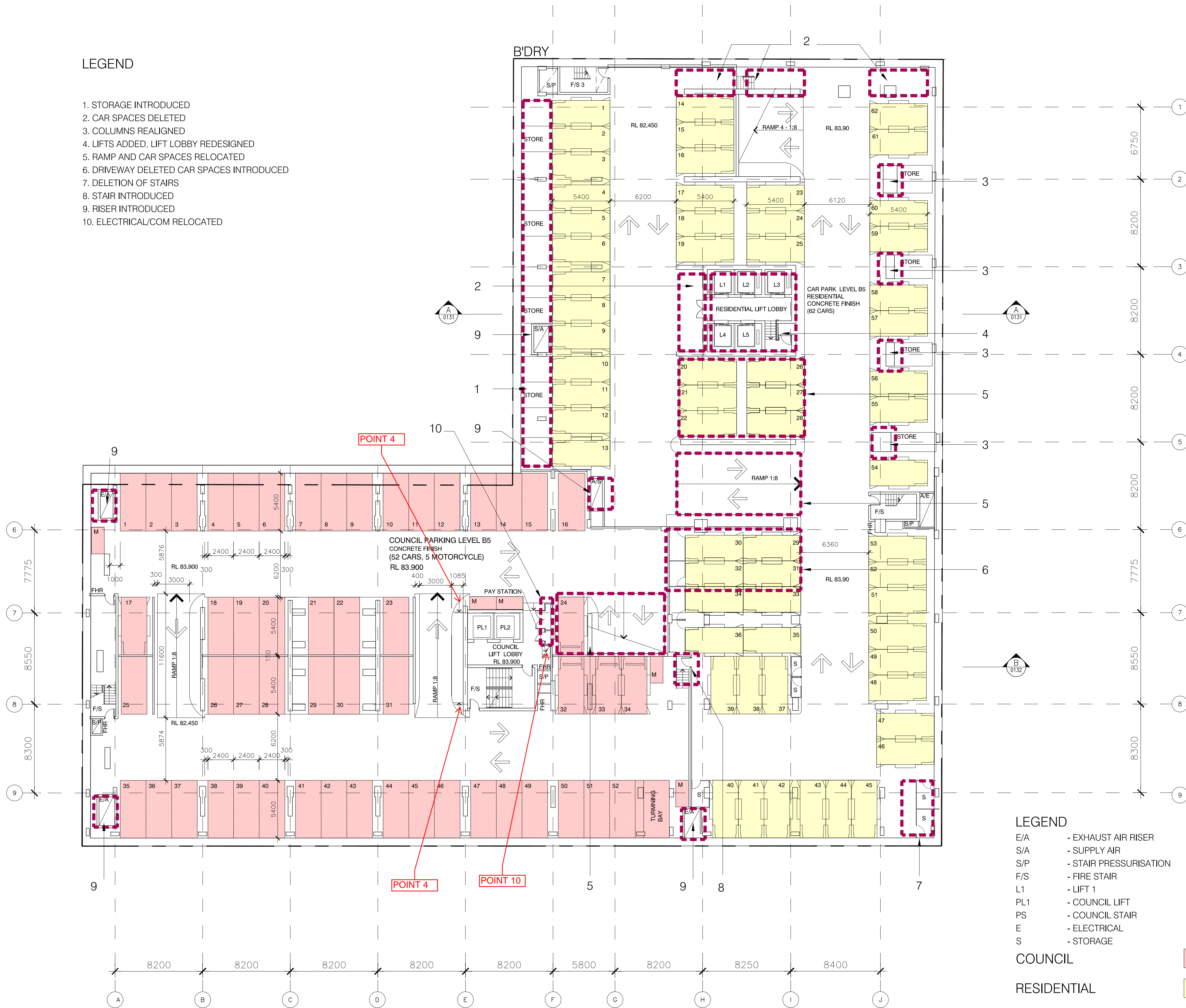
A-0114
MOD 9

J

1 BASEMENT 4 PLAN
1:200

LEGEND

1. STORAGE INTRODUCED
2. CAR SPACES DELETED
3. COLUMNS REALIGNED
4. LIFTS ADDED, LIFT LOBBY REDESIGNED
5. RAMP AND CAR SPACES RELOCATED
6. DRIVEWAY DELETED CAR SPACES INTRODUCED
7. DELETION OF STAIRS
8. STAIR INTRODUCED
9. RISER INTRODUCED
10. ELECTRICAL/COM RELOCATED



LEGEND

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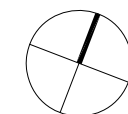
Consultants

Planner	-
Structural	-
Services	-
Landscape	-
Acoustics	-
Traffic	-

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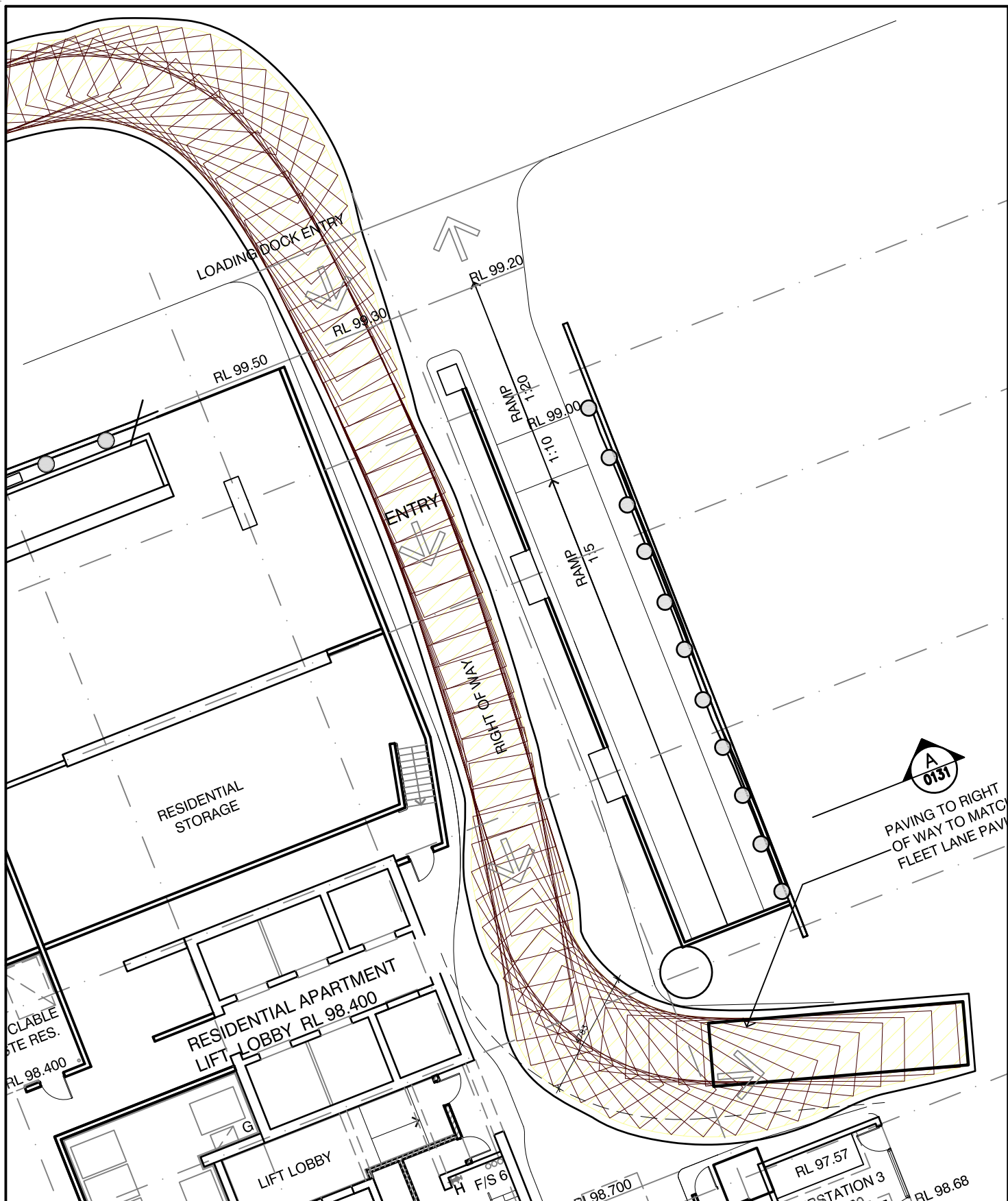


BASEMENT 5 PLAN

A-0115 J
MOD 9

1 BASEMENT 5 PLAN
1:200

ANNEXURE 2



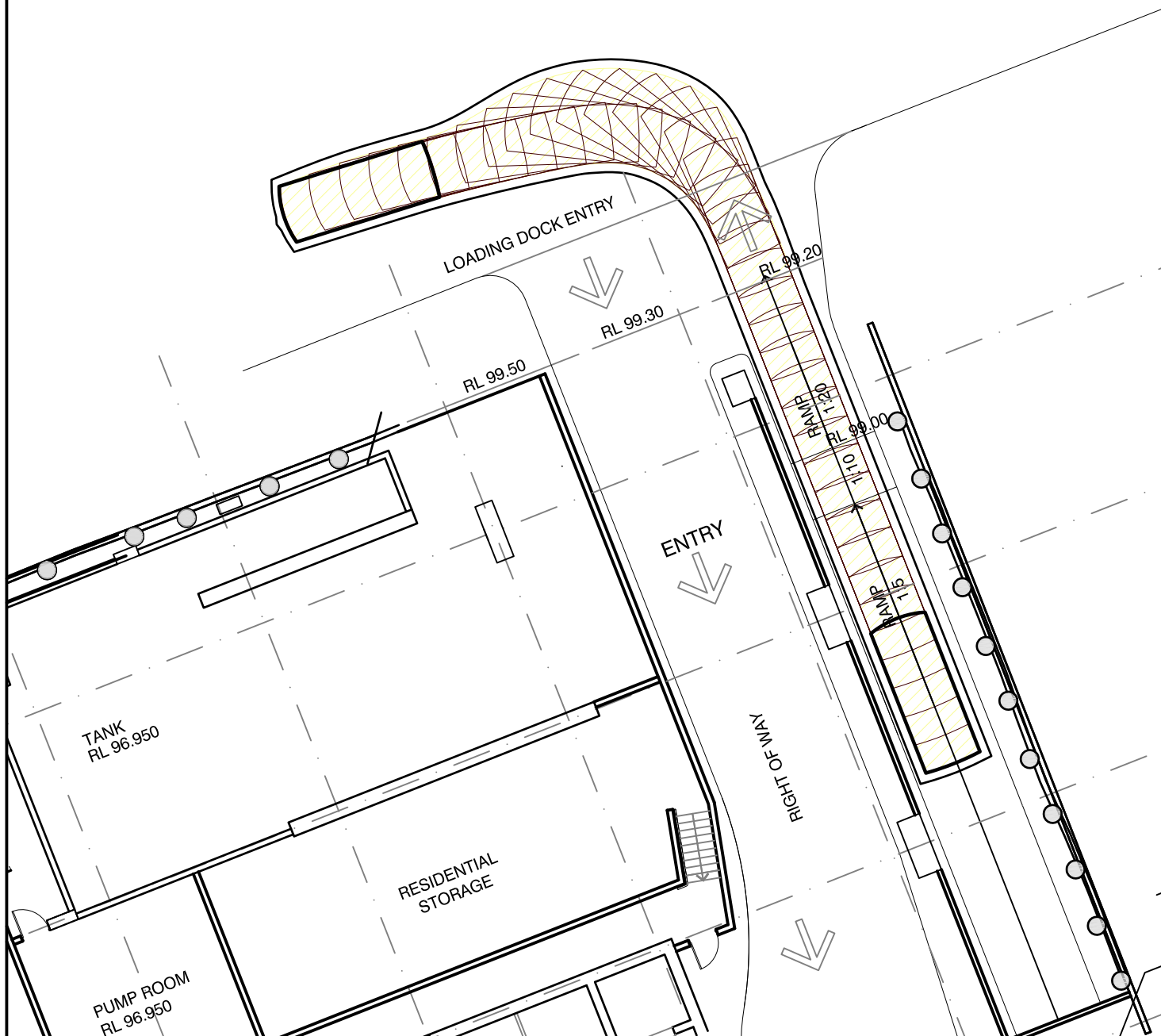
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF A 9.9m REFUSE VEHICLE ENTERING THE SITE

SP 1



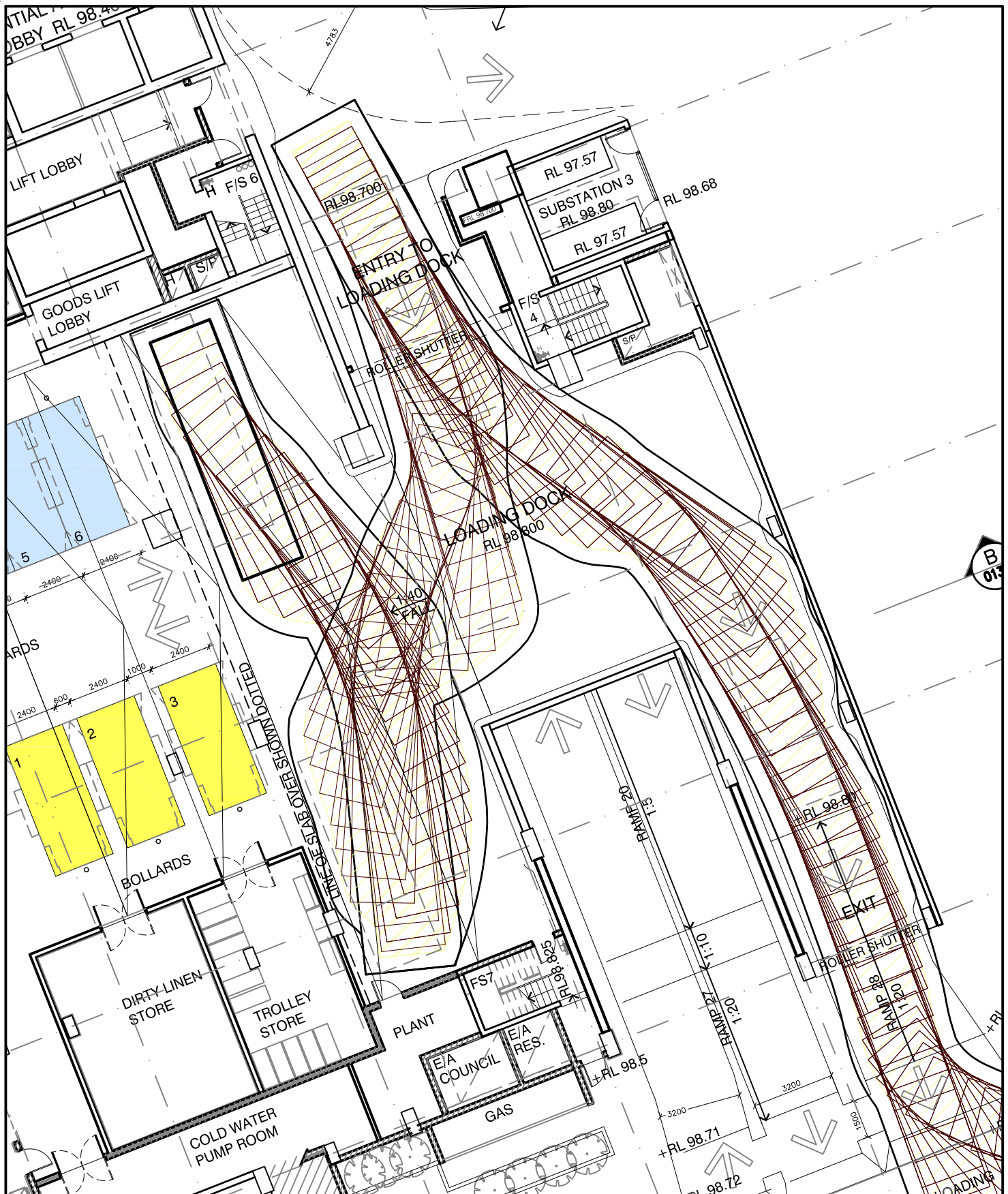
LEGEND

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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE CAR
EXITING THE SITE**

SP 11



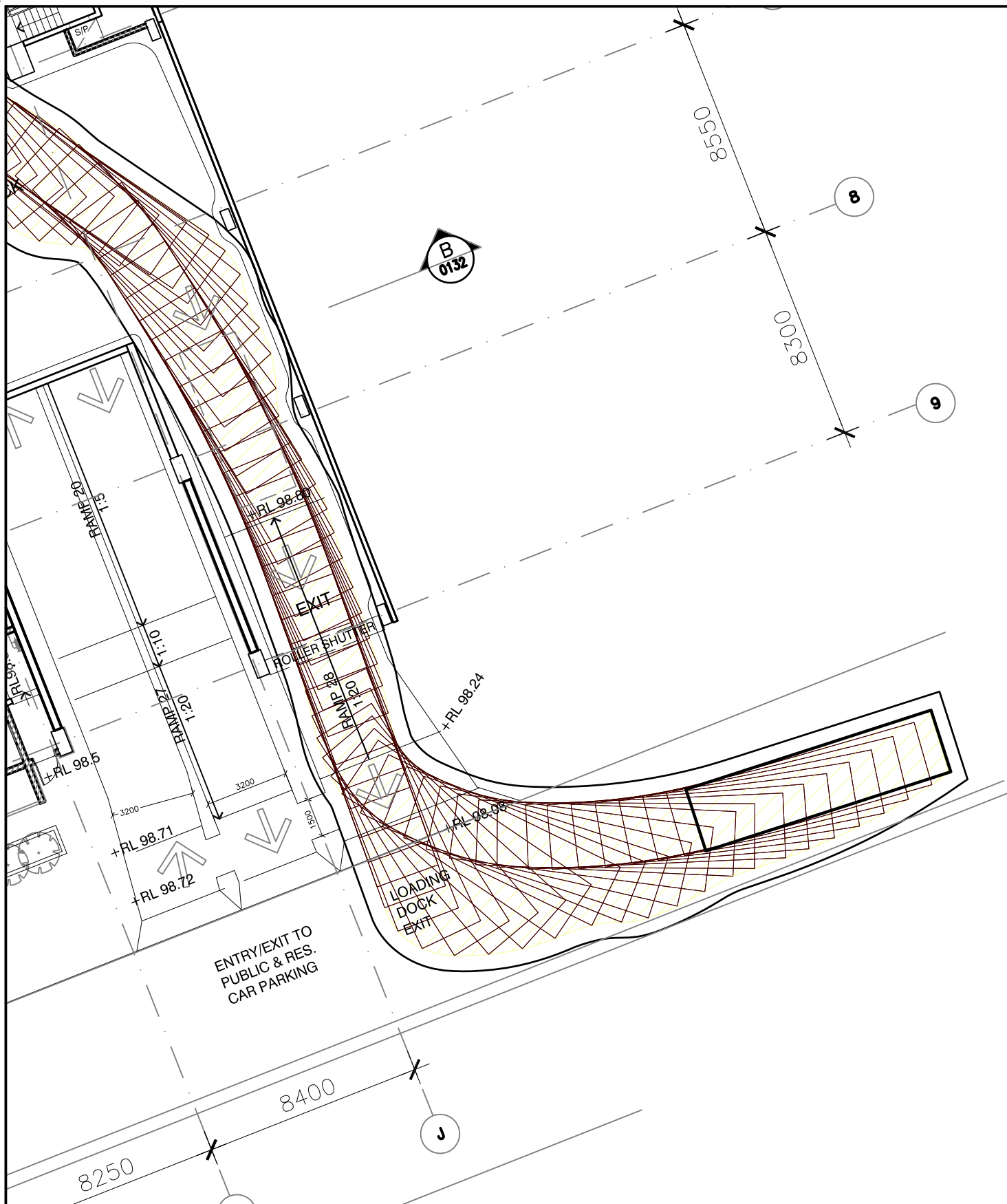
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SWEPT PATH ANALYSIS OF A 9.9m REFUSE VEHICLE EXITING THE SITE

SP 3



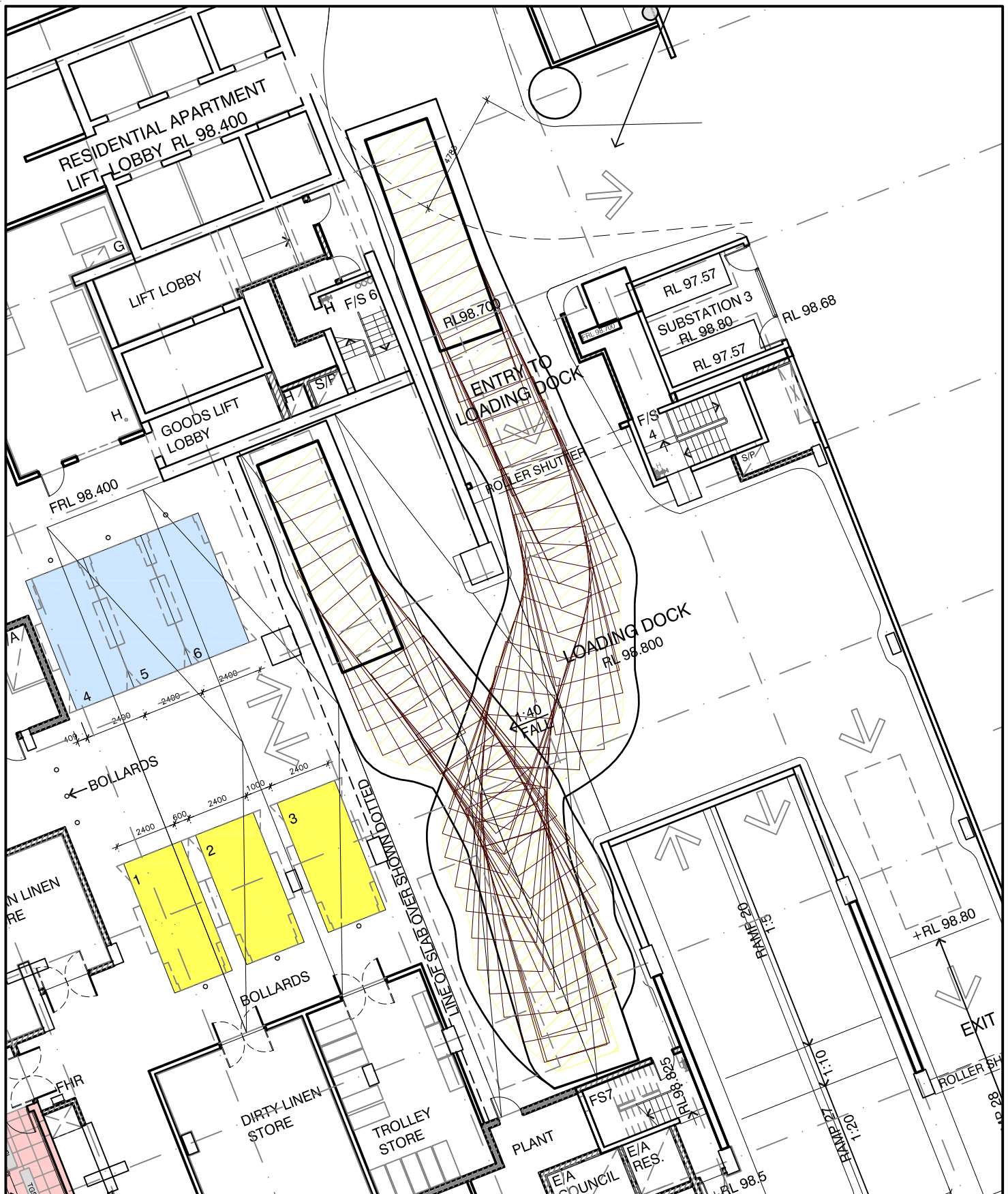
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**SWEPT PATH ANALYSIS
OF A 9.9m REFUSE
VEHICLE EXITING THE SITE**

SP 3A



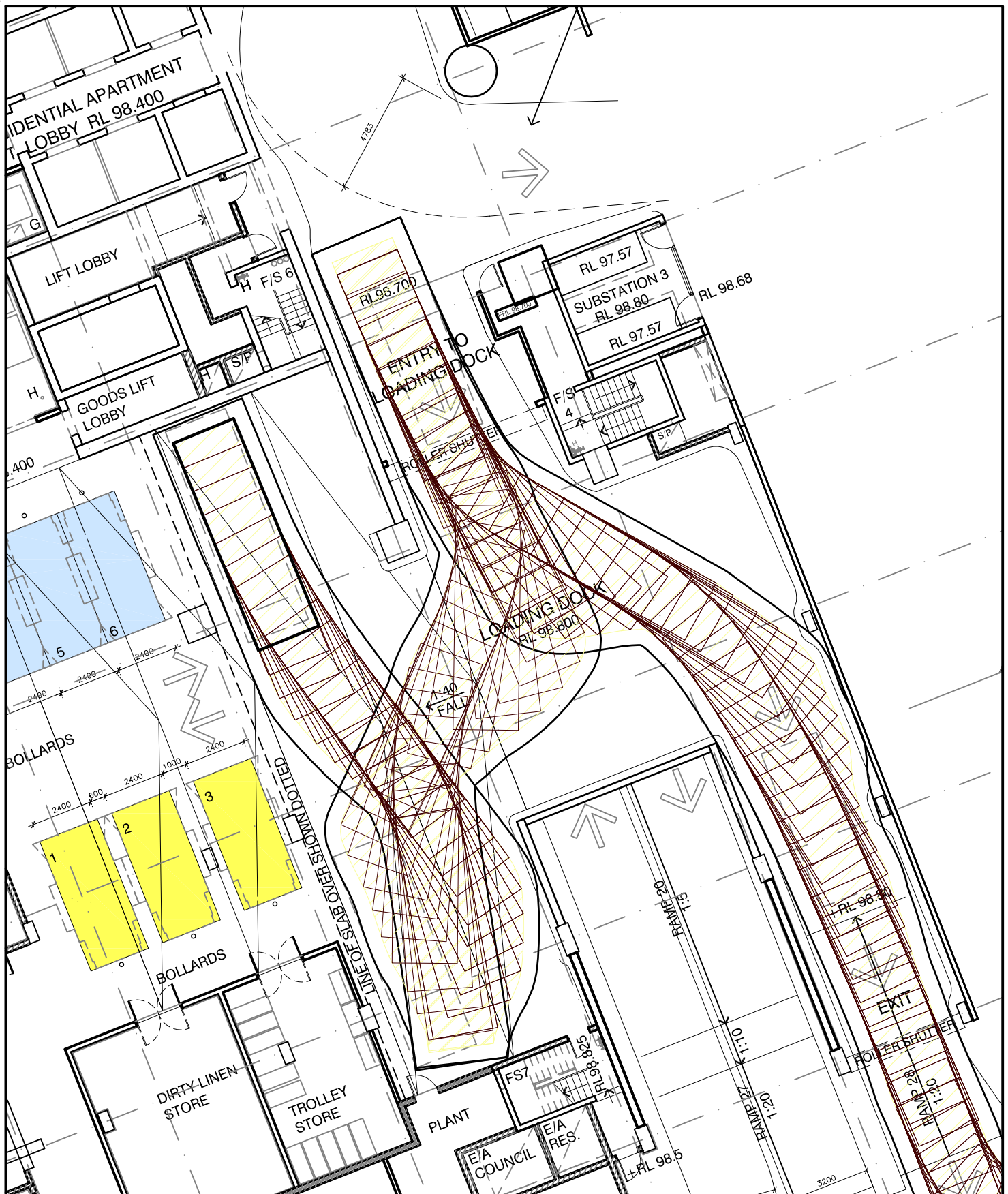
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 8.7m REFUSE
VEHICLE ENTERING THE SITE**

SP 4



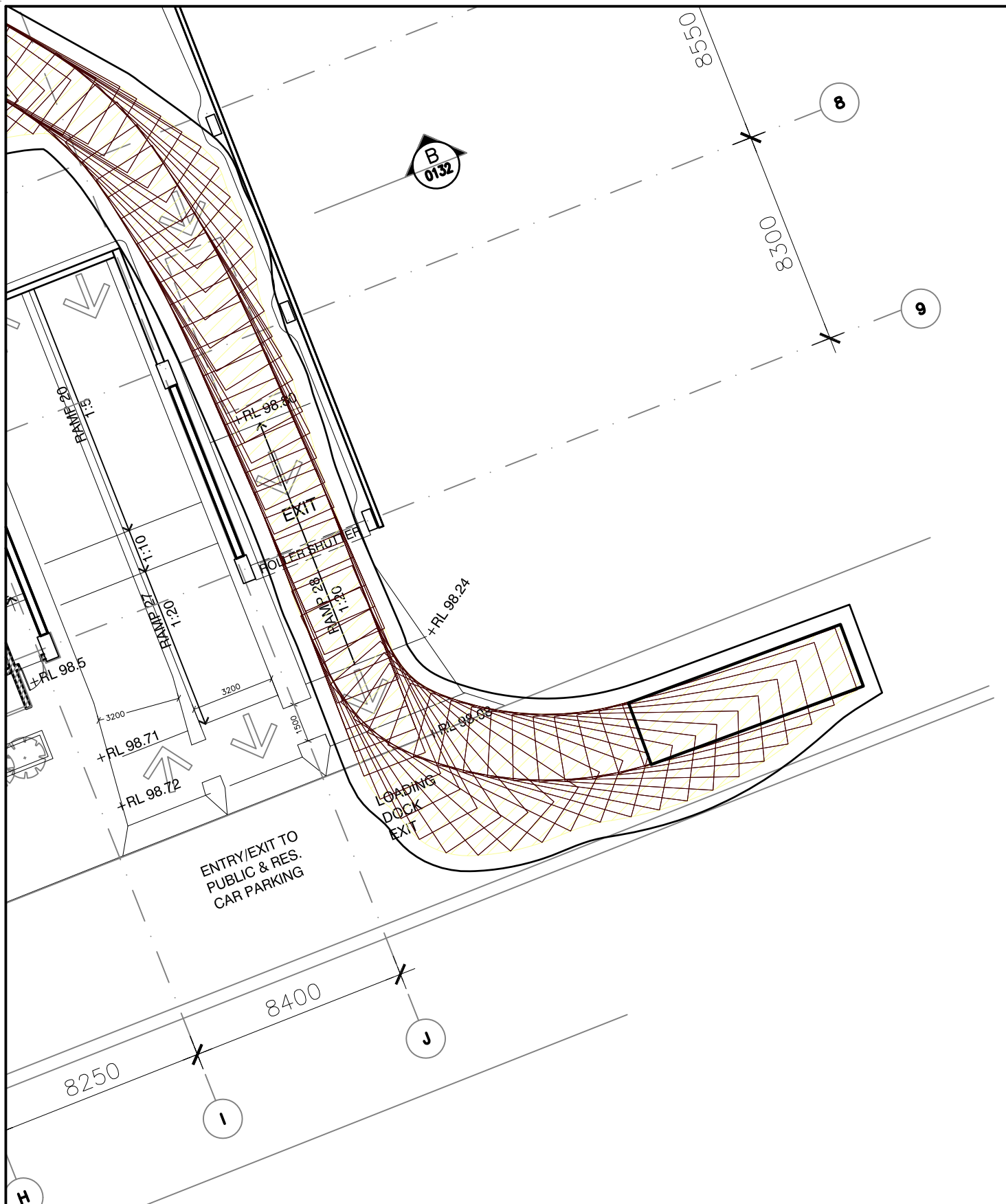
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 8.7m REFUSE
VEHICLE EXITING THE SITE**

SP 5



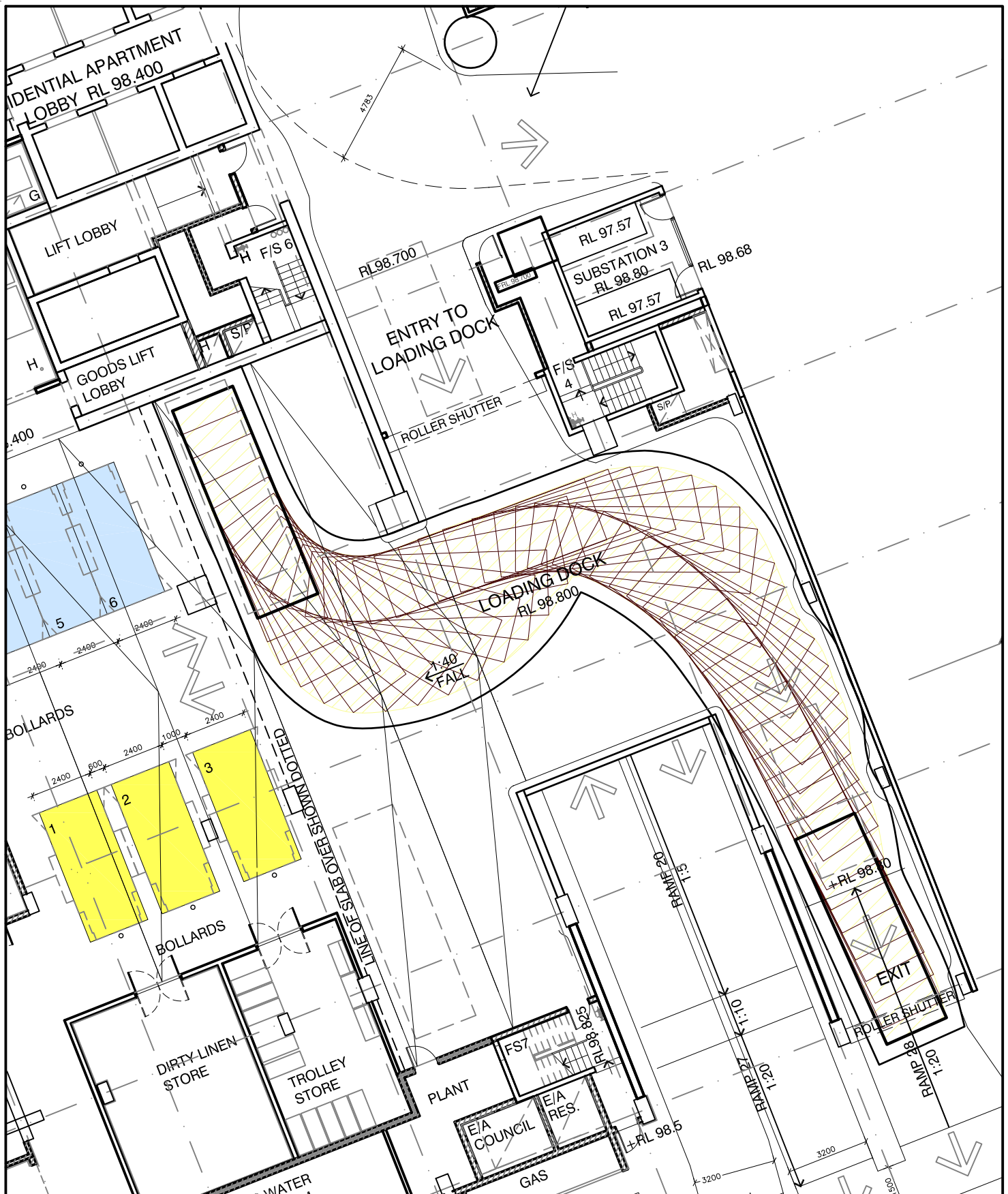
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 8.7m REFUSE
VEHICLE EXITING THE SITE**

SP 5A



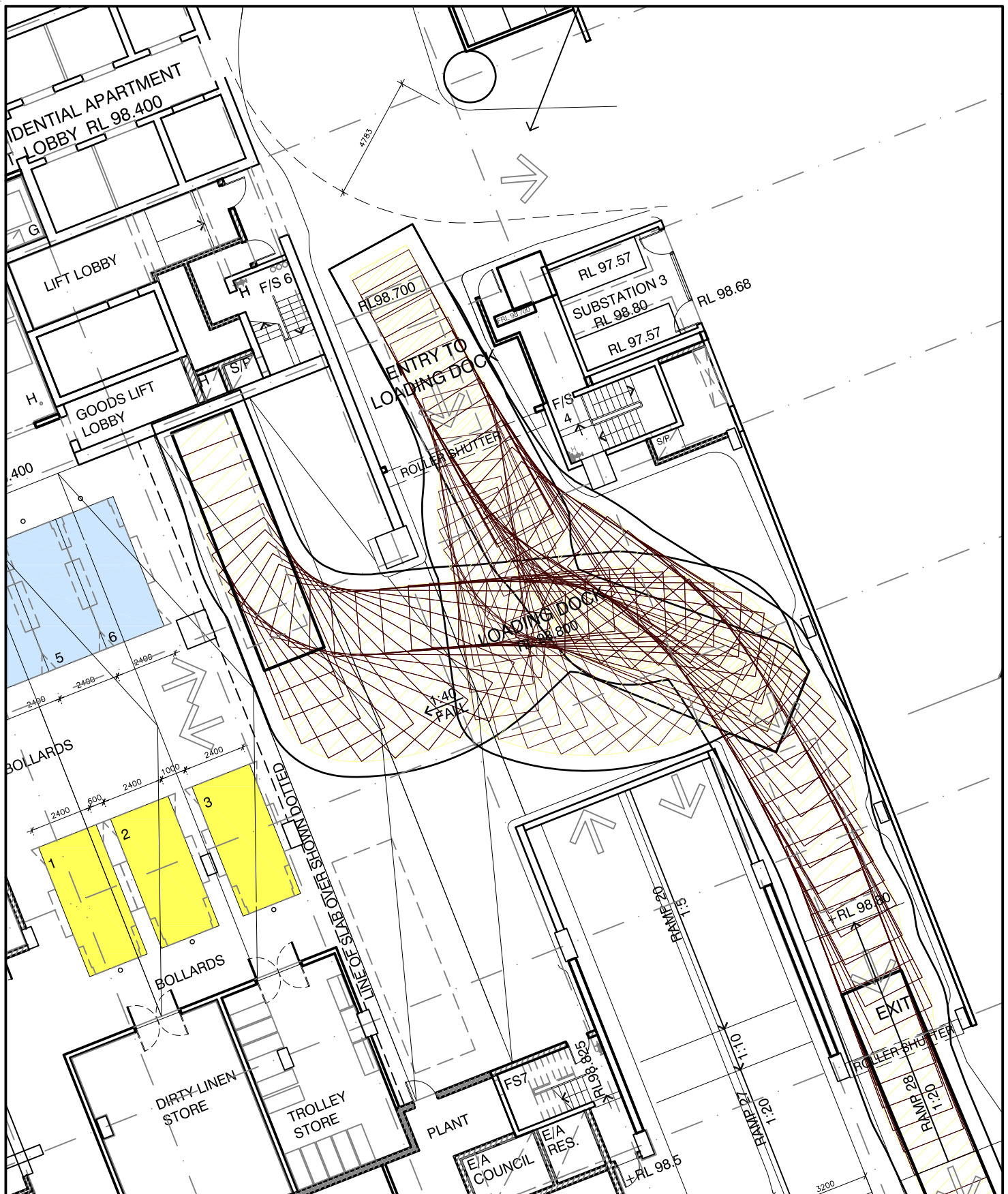
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 8.7m REFUSE
VEHICLE EXITING THE SITE**

SP 6



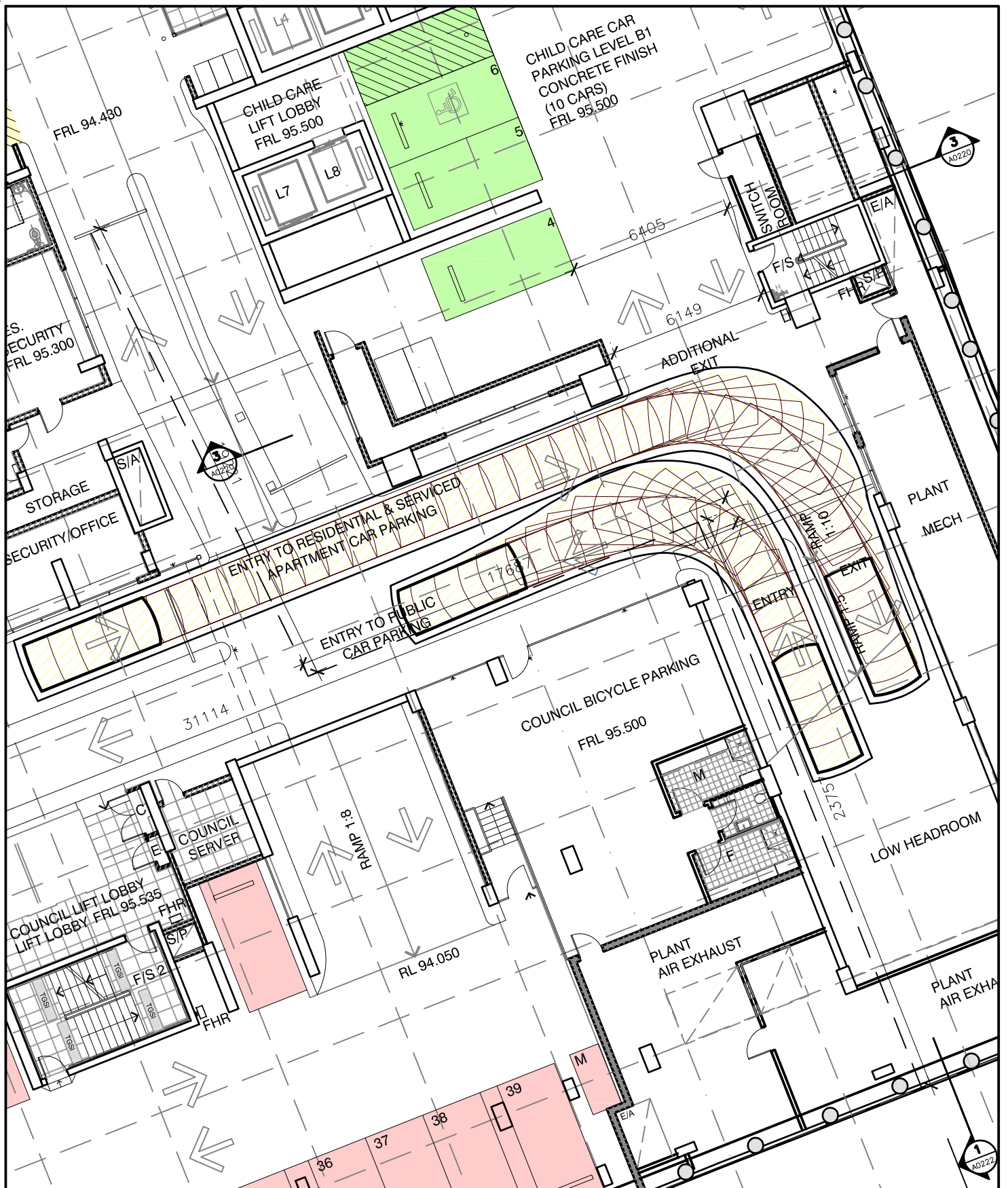
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF A 9.9m REFUSE VEHICLE EXITING THE SITE

SP 7



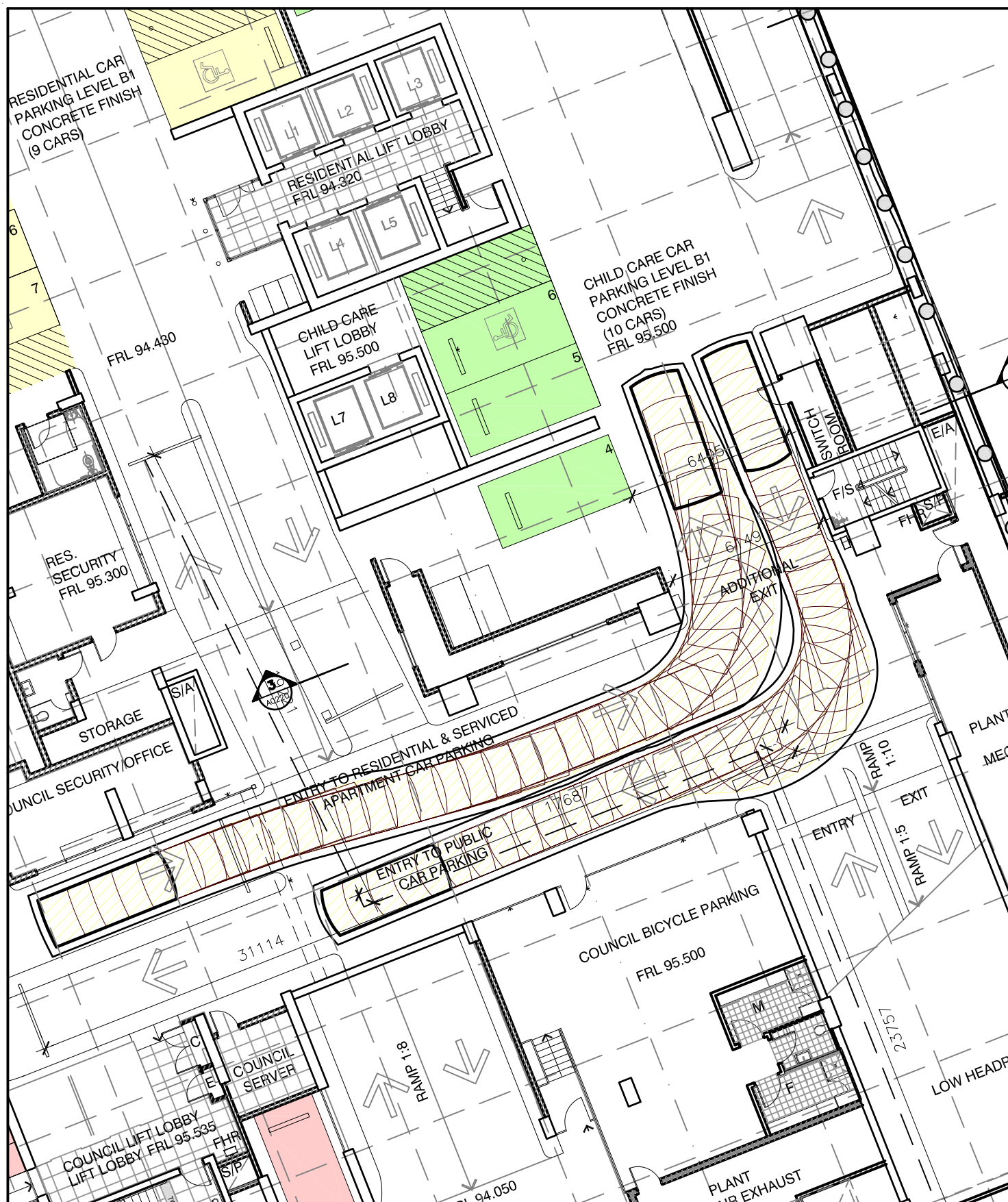
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF AN 85th AND A 99th PERCENTILE VEHICLE

SP 8



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF AN 85th AND A 99th PERCENTILE VEHICLE

SP 9

ANNEXURE 3

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES



A division of Monvale Pty Ltd ACN 060 653 125
ABN 44 060 653 125

22 November 2013

Ref: 12045

Walter Gordon

Director of Planning and Development
Meriton Group
Level 11, Meriton Tower
528 Kent St, Sydney 2000

Email: walterg@meriton.com.au

Dear Walter

Re: Thomas Street Car Park

I have assessed the latest plan which shows a transition that complies with AS2890.1. It is of my understanding that Council's comment from correspondence dated 13 November 2013 (item no. 2) was based on an earlier version of the plan.

Please do not hesitate to contact me if you wish to discuss the above matters.

Yours faithfully

Ross Nettle
Director
Transport and Traffic Planning Associates

Transportation, Traffic and Design Consultants

ANNEXURE 4

MOTORCYCLE
(2)

L14

L15

RAMP
1:20

805 270

COUNCIL E/COMM

COUNCIL LIFT LOBBY
FRL 92.635

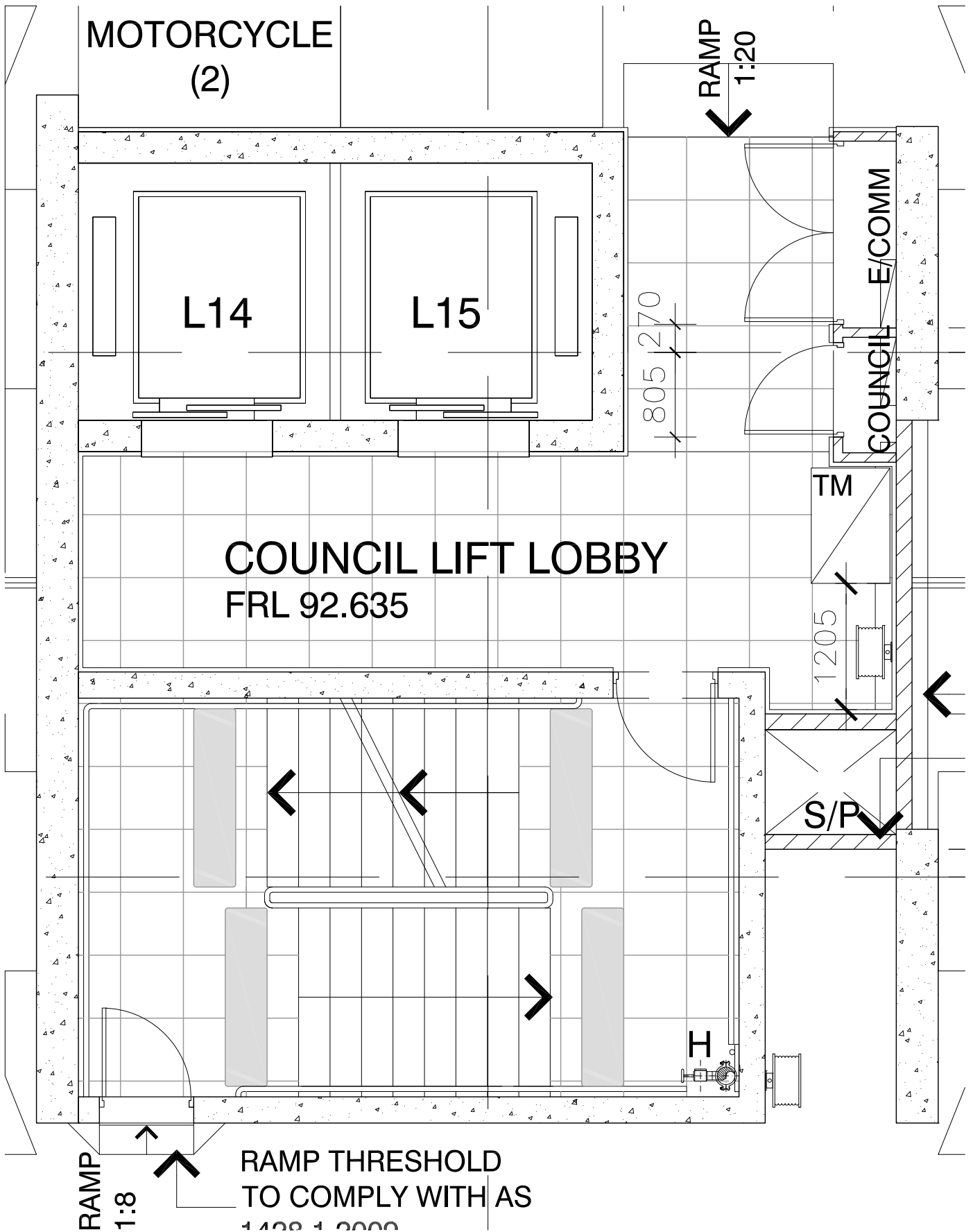
TM

1205

S/P

RAMP
1:8

RAMP THRESHOLD
TO COMPLY WITH AS
1400 1 0000



ANNEXURE 5

CHATSWOOD WEST WARD PROGRESS ASSOCIATION

C/- 18 ANGLO ST, CHATSWOOD NSW 2067

(Est 1931)

Mr Mark Brown
Senior Planner
Industry, Social Projects and Key Sites
NSW Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001
Mark.Brown@planning.nsw.gov.au

Dear Mr Brown,

Thomas Street Carpark , Chatswood, Modification 9/MP 09-0066

The Chatswood West Ward Progress Association wishes to object to the proposed Modification 9 for the redevelopment of the Thomas Street Car Park in Chatswood.

Already it is hard enough for disabled people seeking medical treatment to gain entry to medical premises at 12 Thomas Street via the disabled ramp coming from Fleet Lane, but now Meriton want to make it harder.

Willoughby Council, with due recognition of the disabled, guaranteed a *Right of Way* via a proper road and pedestrian pathway through the development site "before, during and after" construction.

The developers appear to have side stepped this condition for development, making it very difficult for the disabled to access.

Now, I hear the developers wish to convert the *Right of Way* and access for the disabled into a zone shared with heavy service vehicles accessing the loading dock in the building! What next?

Such changes will place all pedestrians, including the aged frail, the wheelchair bound, people with children in pushers, those dependent on walking aids, and people with visual impairment and others with significant handicaps in jeopardy.

We are getting tired of "Meriton creep". Boundaries and time limits are set and Meriton pushes them out. Please stand up to them. They will be gone in couple of years with their pockets bulging, but **we will still be here!**

Modification 9 is a denial of justice to residents and medical professionals and others offering services.

Yours sincerely,

R.L.Lawrence

Vice President

Mark Brown - FW: Thomas Street Carpark Development, Chatswood

From: Jonathan Gliksten <JGliksten@iglu.com.au>
To: "mark.brown@planning.nsw.gov.au" <mark.brown@planning.nsw.gov.au>
Date: 18/11/2013 2:29 PM
Subject: FW: Thomas Street Carpark Development, Chatswood
CC: Richard Smith <RSmith@iglu.com.au>, Tim Farrell <TFarrell@iglu.com.au>
Attachments: Medium Rigid Vehicle.pdf; Heavy Rigid Vehicle.pdf

Mark,

Further to our conversation last week, we have taken advice from our traffic engineers (Varga Traffic Planning) regarding the matter of service vehicle right of way through the Thomas Street Car Park Development to Fleet Lane. They have commented as follows:

"The turning shown path shown on the plans is a "made-up nonsense", they are just lines that a draftsman has drawn to create the impression of a truck path.

Attached are templates of the AS2890.2 standard truck paths for an 8.8m long MRV truck (eg a regular Council garbage truck) and a 12.5m long HRV truck (eg a furniture delivery truck).

The MRV truck will fit (but only just... note the front overhang above the kerb on the south side of the exit to Fleet Lane).

The larger HRV truck will not fit.

To test this more accurately I'd need a DWG so I could use the Autotrack program"

It is essential to the viability of our property and other properties in Fleet Lane that free and unimpeded access for MRV and HRV trucks is available through the Thomas Street Carpark Site. The creation of such a right of way was a condition of the original sale of the site by Willoughby Council and the closure of the previous link from Thomas Street to Fleet Lane. If such access is not provided, service vehicles coming to our building (and others in Fleet Lane) will have to execute a very difficult three point turn manoeuvre at the corner of Thomas Lane and Fleet Lane and then drive down the now one way Fleet Lane in the wrong direction.

On the basis of the above, we would like to register our serious concerns with the right of way access arrangements indicated in Modification 9.

Please contact me if you wish to further discuss the above.

Regards,

Jonathan Gliksten
 Director

Iglu Pty Limited
 Level 18, Deutsche Bank Place
 126 Phillip Street
 Sydney
 NSW 2000

Tel: 02 9009 5588
 Mob: 0411 135 709

Email: jgliksten@iglu.com.au

Web: www.iglu.com.au

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From: Robert Varga [<mailto:varga@vtp.net.au>]
Sent: Thursday, 14 November 2013 7:42 AM
To: Jonathan Gliksten
Cc: Richard Smith; Sally Ward; Tim Farrell; Ali Semawy
Subject: RE: Thomas Street Carpark Development, Chatswood

Jonathan

The turning shown path shown on the plans is a "made-up nonsense", they are just lines that a draftsman has drawn to create the impression of a truck path.

Attached are templates of the AS2890.2 standard truck paths for an 8.8m long MRV truck (eg a regular Council garbage truck) and a 12.5m long HRV truck (eg a furniture delivery truck).

The MRV truck will fit (but only just... note the front overhang above the kerb on the south side of the exit to Fleet Lane).

The larger HRV truck will not fit.

To test this more accurately I'd need a DWG so I could use the Autotrack program

Regards

Robert Varga
 Director

Varga Traffic Planning Pty Ltd
 Suite 6, 20 Young St or
 PO Box 1868, Neutral Bay 2089

Tel 9904 3224 Fax 9904 3228

From: Jonathan Gliksten [<mailto:JGliksten@iglu.com.au>]
Sent: Wednesday, 13 November 2013 1:02 PM
To: varga@vtp.net.au
Cc: Richard Smith; Sally Ward; Tim Farrell; Ali Semawy
Subject: Thomas Street Carpark Development, Chatswood

Robert,

Please find attached the latest modification application (9th!) from Meriton in relation to the Thomas Street Carpark site (adjacent to our site at 73 Albert Avenue). The application involves replanning of the basement carpark. As you can see from the drawing, the right of way arrangements have been modified and there is now a large cylindrical column at the apex of the left hand turn. Please can you review the modified design and advise whether or not service vehicle access (eg garbage trucks, removalist vehicles etc) through the basement to Fleet Lane will be affected.

We have to make a submission to the Department of Planning by the end of the week and so your earliest commentary would be appreciated.

Many thanks,

Jonathan Gliksten
Director

Iglu Pty Limited
Level 18, Deutsche Bank Place
126 Phillip Street
Sydney
NSW 2000

Tel: 02 9009 5588

Mob: 0411 135 709

Email: jgliksten@iglu.com.au

Web: www.iglu.com.au

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Mark Brown - MP09_0066- OBJECTION-MODIFICATION 9-THOMAS ST CAR PARK, CHATSWOOD

From: AITHP <noproblems@iprimus.com.au>
To: Brown Mark <Mark.Brown@planning.nsw.gov.au>
Date: 21/11/2013 8:20 AM
Subject: MP09_0066- OBJECTION-MODIFICATION 9-THOMAS ST CAR PARK, CHATSWOOD
CC: <information@planning.nsw.gov.au>

To: Department of Planning NSW
 Attention: Mark Brown
 From: Australian Institute of Tibetan Healing Practices, Lvl 4, 12 Thomas St, Chatswood

RE: MP09_0066 MERITON DEVELOPMENT - THOMAS STREET CAR PARK, CHATSWOOD - OBJECTION TO MODIFICATION 9

Dear Mr Brown

I strongly object to this proposal on the grounds of safety along the right of way linking Thomas Street with Fleet Lane East.

I refer to condition E36 of development consent MP09_0066 dated 28 September 2010 which states (first paragraph):

"Link From Thomas Street to Fleet Lane East

The proponent is to construct a thoroughfare for public use between Thomas Street and Fleet Lane East in accordance with the adopted Traffic Management Plan for the closure of Fleet Lane and Willoughby City Council requirements (AUS-SPEC)."

The Traffic Management Plan (TMP) referred to in condition E36 was prepared by GTA Traffic Consultants, having been commissioned by Willoughby Council for the closure of Fleet Lane. The TMP sets out the link (right of way) from Thomas Street to Fleet Lane and was granted concurrence by the RMS, and was also part of the Fleet Lane road closure approval. In relation to the right of way linking Thomas St with Fleet Lane, the TMP states that "the link from Thomas Street to Fleet Lane East is to be constructed such that one way vehicular traffic (southbound) and 2-way pedestrian traffic is provided in a safe manner that complies with the requirements associated with it being a 10kph shared zone." (see Willoughby Council Agenda-Cultural and Environmental Committee; 15 April 2013; Item 9.1-Supplementary Council Report on Mod. 6 MP09_0066-Development of the Thomas Street Car Park Site; written by Noni de Carvalho-CBD Place Manager).

THE PROPOSAL DOES NOT ACCOMMODATE A SAFE SHARED ZONE FOR 2-WAY PEDESTRIAN TRAFFIC AND THEREFORE DOES NOT COMPLY WITH THE TRAFFIC MANAGEMENT PLAN REFERRED TO IN CONDITION E36.

NOR DOES THE PROPOSAL COMPLY WITH THE DISABILITY DISCRIMINATION ACT

We are located directly adjacent the development site, at 12 Thomas Street. Our disability ramp is accessed off Fleet Lane. The most direct path of travel from Chatswood train station and Thomas Street to the disability ramp is along the right of way.

It is unsafe and non-compliant with the Disability Discrimination Act to force mobility impaired or

otherwise ill or incapacitated persons to use a right of way shared with delivery and service vehicles.

Thankyou for your consideration. We strongly object to the right of way becoming a shared zone with delivery and service vehicles.

Leanne Perdriau
Australian Institute of Tibetan Healing Practices
12 Thomas Street, Chatswood
0431 840 739

Mark Brown - Thomas Street Carpark development, Chatswood

From: Maureen Beran <maureen.beran@gmail.com>
To: <Mark.Brown@planning.nsw.gov.au>
Date: 18/11/2013 12:28 PM
Subject: Thomas Street Carpark development, Chatswood
Attachments: Mod 9.docx

Dear Sir,

Attached please find my letter of objection to Modification 9 re the Thomas Street Carpark development, Chatswood.

Kind regards
Maureen Beran

18th November 2013

Mr Mark Brown
Senior Planner
Industry, Social Projects and Key Sites
NSW Dept of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

email: Mark.Brown@planning.nsw.gov.au

Dear Sir,

re: Thomas Street Carpark , Chatswood, Modification 9,
MP 09-0066

I am writing to forcefully object to proposed Modification 9 for the redevelopment of the Thomas Street Carpark in Chatswood.

Willoughby Council, in recognition of the disabled, guaranteed the existence of a Right of Way by means of a proper road and pedestrian pathway through the development site "before, during and after" construction.

The developers have already ignored this condition for development, making it very difficult for the disabled to access 12 Thomas Street via the disabled ramp coming from Fleet Lane.

The developers now wish to convert the Right of Way and access for the disabled into a zone shared with heavy service vehicles accessing the loading dock in the building. This will place all pedestrians, including the aged, frail, those dependent on walking aids, those in wheelchairs and with visual impairment and others with significant

handicaps such as Parkinson's Disease and Multiple Sclerosis, in harm's way. It will also affect mothers with children and those pushing prams and strollers, putting them at great risk because of the sharing of the Right of Way with such heavy service vehicles.

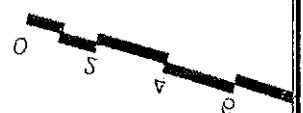
This was never intended when giving Meriton the right to develop the Thomas Street Carpark and promising all those between the development and the railway station a permanent Right of Way and access following the sale and closure of part of Fleet Lane.

Modification 9 represents a travesty of justice and needs to be avoided at all costs with that cost being borne by the disabled and disadvantaged.

Yours sincerely

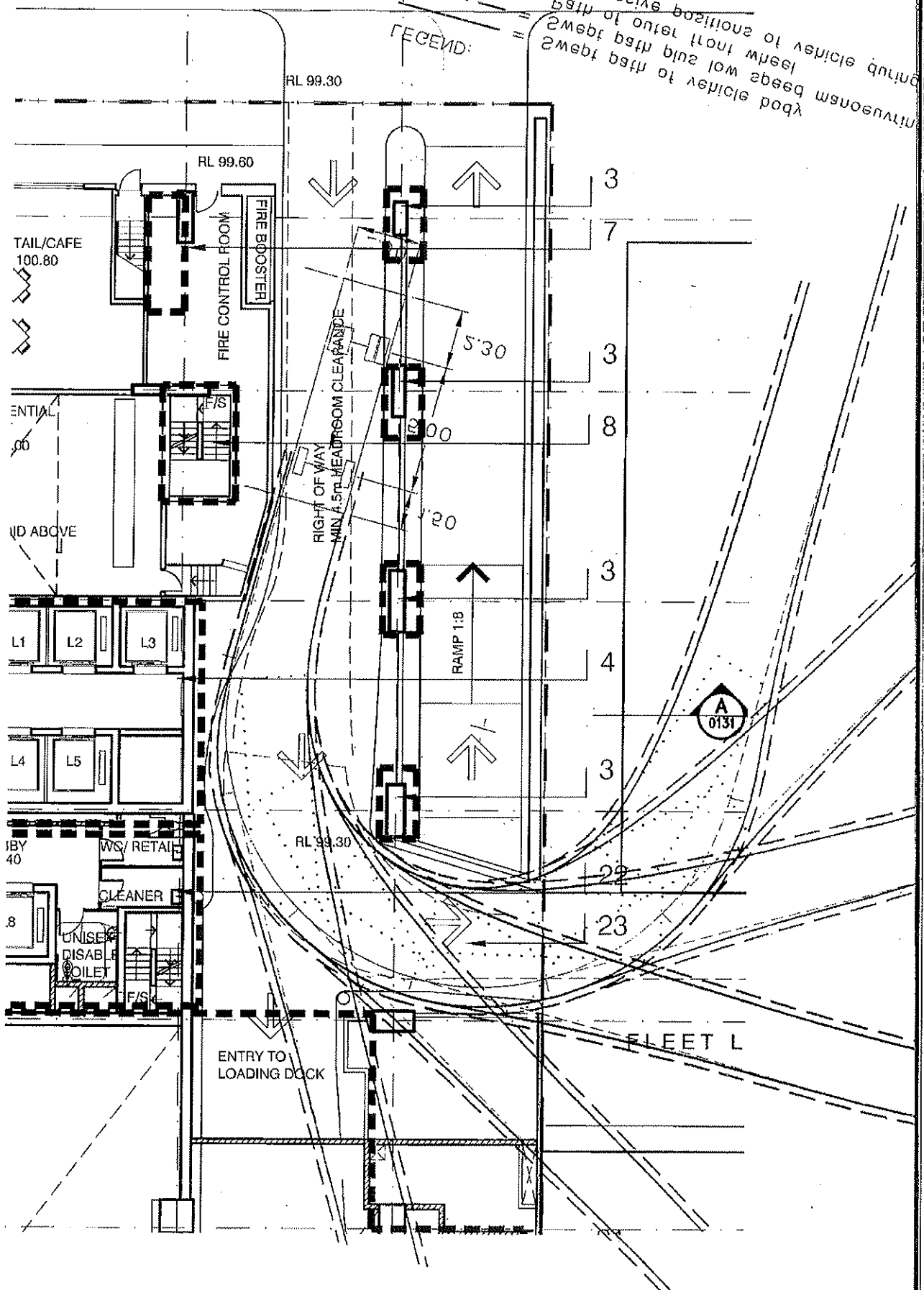
Maureen Beran
Secretary, Body Corporate
12 Thomas street
Chatswood

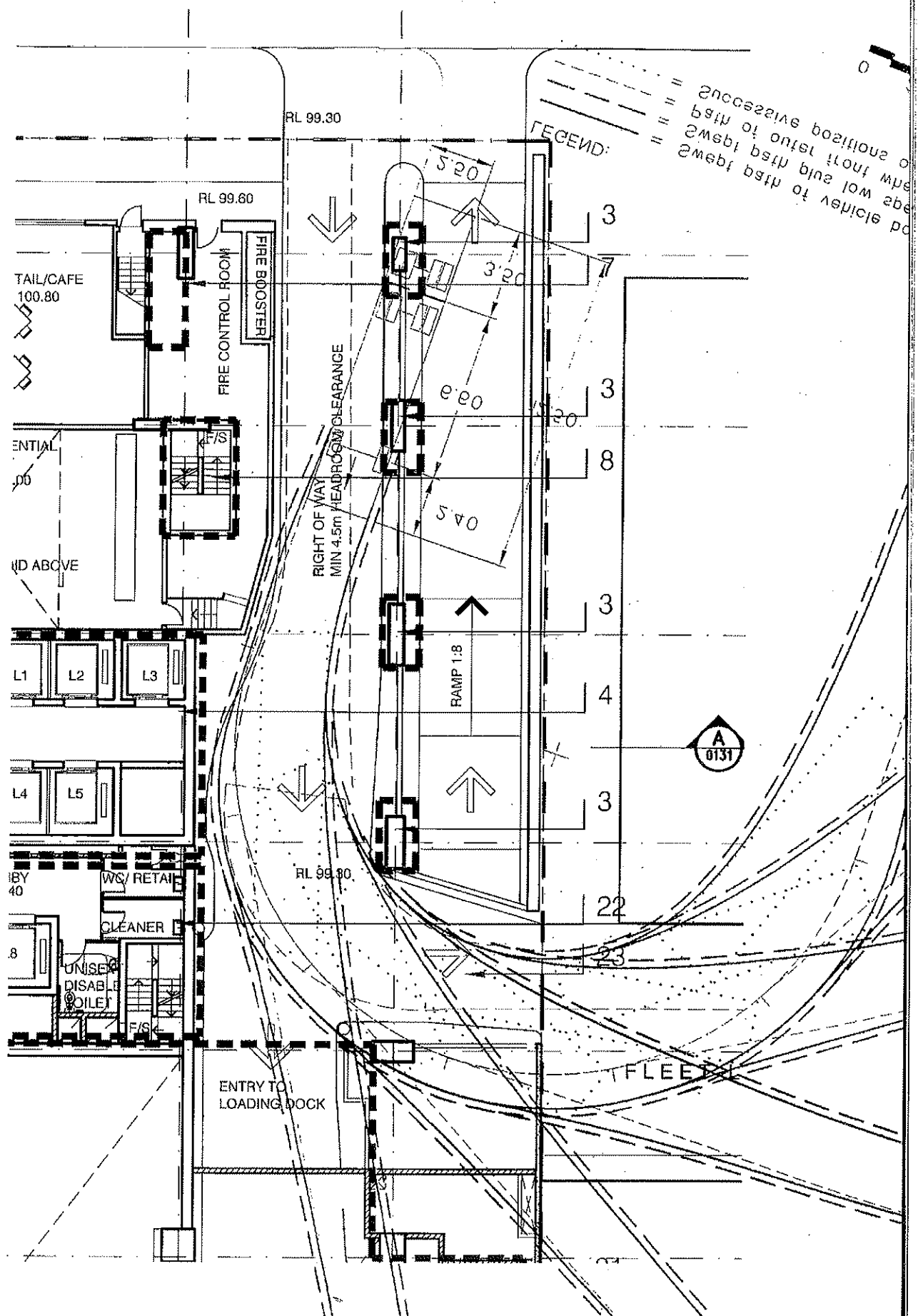
DIMENSIONS IN M



Successive positions of vehicle during
path of outer front wheel
Swept path of low speed manoeuvre
Swept path of vehicle body

LEGEND:





Mr Mark Brown
Senior Planner
Industry, Social Projects and Key Sites
NSW Dept of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

email: Mark.Brown@planning.nsw.gov.au

Dear Mr Brown,

re: Thomas Street Carpark , Chatswood, Modification 9,
MP 09-0066

I am writing to object to proposed Modification 9 for the redevelopment of the Thomas Street Carpark in Chatswood.

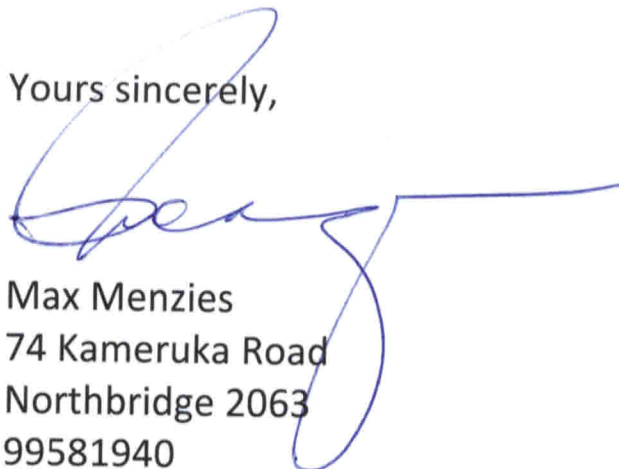
Willoughby Council, in recognition of the disabled access needed to properties in Thomas Street, guaranteed the existence of a Right of Way by means of a proper road and pedestrian pathway through the development site "before, during and after construction".

The developers now wish to convert the Right of Way and access for the disabled into a zone shared with heavy service vehicles accessing the loading dock in the building. This will place all pedestrians, including the aged, frail, those dependent on walking aids, those in wheelchairs and with visual impairment and others with significant handicaps such as Parkinson's Disease and Multiple Sclerosis, in a dangerous position.

This was never intended when giving Meriton the right to develop the Thomas Street Carpark and promising all those between the

development and the railway station a permanent Right of Way and access following the sale and closure of part of Fleet Lane. I was an owner at 73 Albert Avenue and involved in all matters surrounding this issue.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Max Menzies', with a long horizontal line extending to the right.

Max Menzies

74 Kameruka Road

Northbridge 2063

99581940

menzies21@bigpond.com

19/11/2013

Mark Brown - Thomas Street Carpark development

From: Maureen Beran <maureen.beran@gmail.com>
To: <Mark.Brown@planning.nsw.gov.au>
Date: 18/11/2013 12:46 PM
Subject: Thomas Street Carpark development
Attachments: mod 9 letter 001.jpg; mod 9 letter 002.jpg

Dear Sir,

Attached please find a letter from my husband, Professor Roy Beran, objecting to Modification 9 of the Thomas Street carpark development in Chatswood.

Regards

Maureen Beran

NAJAC HOLDINGS PTY LTD

Director: ROY G. BERAN NEUROLOGIST

M.D., F.R.A.C.P., F.R.C.P., F.R.A.C.G.P., F.A.C.L.M., B.Leg.S., M.H.L.
CONJOINT ASSOCIATE PROFESSOR UNSW
PROFESSOR, SCHOOL OF MEDICINE, GRIFFITH UNIVERSITY

ABN: 37214010895

Suite 5, 6th Floor
12 Thomas Street
CHATSWOOD NSW 2067

Phone Number: (02) 9411 4991
Fax Number: (02) 9413 1353

18th November 2013

Mr Mark Brown
Senior Planner
Industry, Social Projects and Key Sites
NSW Dept of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

email: Mark.Brown@planning.nsw.gov.au

Dear Sir,

re: Thomas Street Carpark , Chatswood, Modification 9, MP 09-0066

I am writing to forcefully object to proposed Modification 9 for the redevelopment of the Thomas Street Carpark in Chatswood.

Willoughby Council, in recognition of the disabled, guaranteed the existence of a Right of Way by means of a proper road and pedestrian pathway through the development site "before, during and after" construction. The developers have already ignored this condition for development, making it very difficult for the disabled to access 12 Thomas Street via the disabled ramp coming from Fleet Lane.

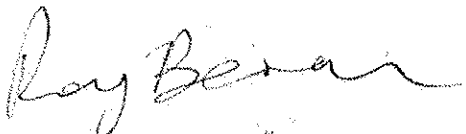
The developers now wish to convert the Right of Way and access for the disabled into a zone shared with heavy service vehicles accessing the loading dock in the building. This will place all pedestrians, including the aged, frail, those dependent on walking aids, those in wheelchairs and with visual impairment and others with significant handicaps such as Parkinson's Disease

and Multiple Sclerosis, in harm's way. It will also affect mothers with children and those pushing prams and strollers, putting them at great risk because of the sharing of the Right of Way with such heavy service vehicles.

This was never intended when giving Meriton the right to develop the Thomas Street Carpark and promising all those between the development and the railway station a permanent Right of Way and access following the sale and closure of part of Fleet Lane.

Modification 9 represents a travesty of justice and needs to be avoided at all costs with that cost being borne by the disabled and disadvantaged.

Yours sincerely

A handwritten signature in cursive script, appearing to read "Roy Beran".

ROY BERAN
NEUROLOGIST

Mark Brown - Modification 9 - Thomas Street Carpark, Chatswood

From: Sheila Draper <shaedraeper@gmail.com>
To: <mark.brown@planning.nsw.gov.au>
Date: 19/11/2013 12:56 PM
Subject: Modification 9 - Thomas Street Carpark, Chatswood
CC: <information@planning.nsw.gov.au>

Attention Mark Brown:

I am writing to you in objection to Modification 9 - Thomas Street Carpark, Chatswood

Included in the original approval of this development is **the condition of consent E36** which states that “ the right of way that links Thomas Street to Fleet Lane is to be mixed use for people with disabilities, pedestrians, and local vehicles. One way vehicular traffic and 2 way pedestrian traffic is provided in a safe manner that complies with the requirements associated with it being a 10kph shared zone”

I don't understand why this condition seems to have been disregarded. The right of way is the most direct path of travel from Thomas Street to Fleet Lane which is where the disabled ramp to 12 Thomas Street is located.

Meriton has proposed a long a complicated route for people of disabilities to access the right of way through the residential tower that defies common sense. If Condition E36 was enforced the issues of people having to traverse across, wide busy driveways trying to follow a long and confusing maze through activated areas, cavernous building foyers, through hidden corridors, into a lift - across a loading zones and down busy lane ways to arrive at our disabled ramp would be mitigated if not eliminated.

It is unreasonable to ask any body let alone a person with a disability or injury to have to navigate this long a complicated route.

Our strata hired Peter Simpson, disability access consultant to assess the proposed path of travel and in his report he stated that people with disabilities that need to access 12 Thomas Street should not be expected to be diverted along this obstacle course and that it would be considered discriminatory according to the Disability act.

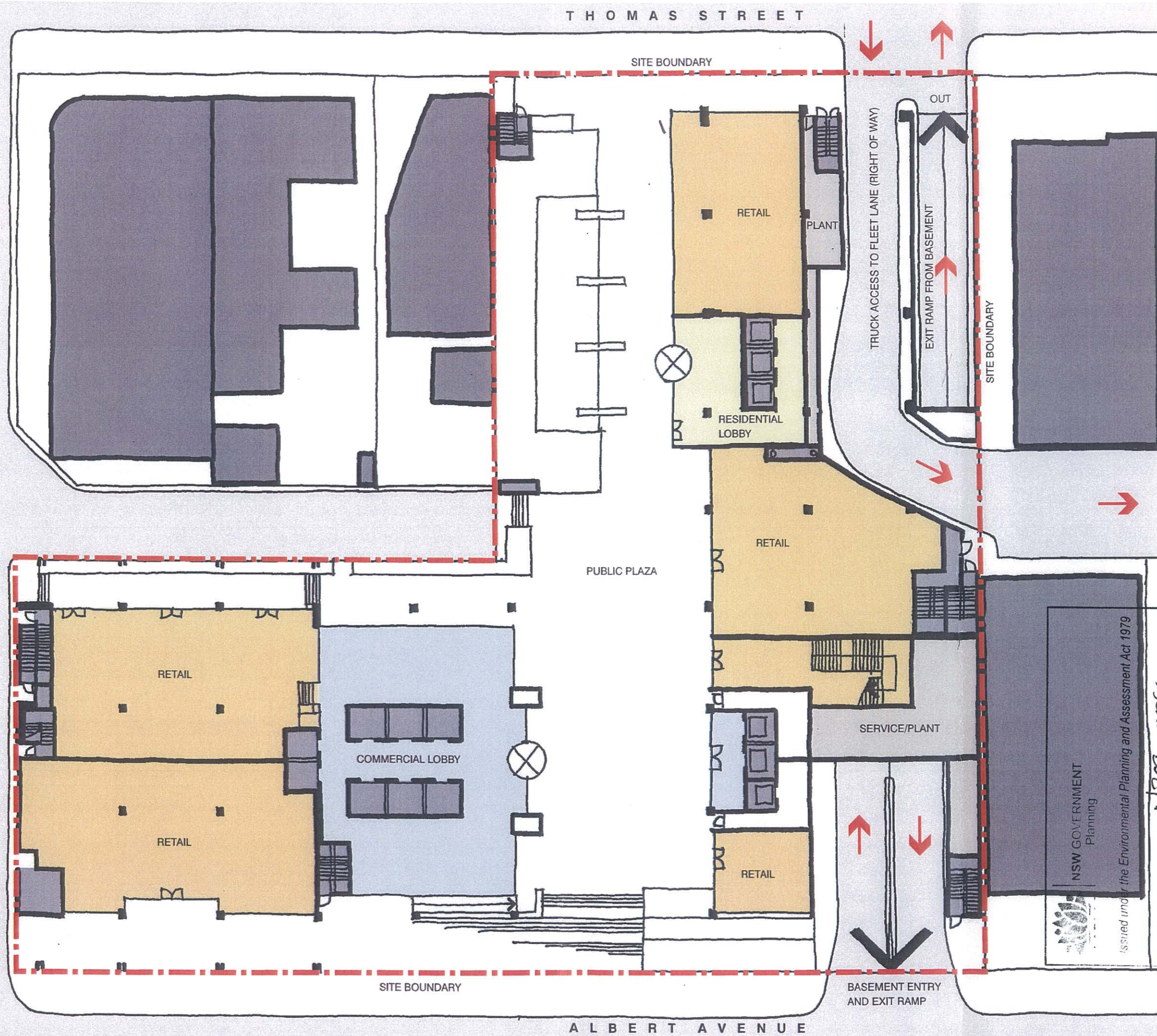
With Modification 9 it would mean that the right of way would be accessed by service vehicles to the loading docks of the towers making it impossible to be used as a shared zone and to comply with condition E36.

I object to Meritons Modification 9 application.

Thank you.

Kind regards,
Sheila Draper
Owner, Director Chatswood Pilates Studio
Level 4, 12 Thomas Street Chatswood
PH: 0423306049

ANNEXURE 6



NSW GOVERNMENT
Planning
Issued under the Environmental Planning and Assessment Act 1979

Approved Application No. M209-0066
granted on the 28/9/10
Signed *[Signature]*
Sheet No. 26 of 28

ANNEXURE 7

- E36. The proponent is to construct a thoroughfare for public use between Thomas Street and Fleet Lane East in accordance with the adopted Traffic Management Plan for the closure of Fleet Lane and Willoughby City Council requirements (AUS-SPEC).

A legal instrument(s) to Council's satisfaction is to be entered into between Council and the owners creating a legal public access over the link. Council is to hold the sole power to alter or remove the legal instrument(s). The instrument(s) is to allow the public to pass and re-pass over the thoroughfare and provide for and maintain drainage, lighting and other utility services if required by Council.

Public Car Park

- E37. The stratum containing the public car parking facility is to be handed over to the ownership of Willoughby City Council prior to any occupation certificate for the ground level or above ground level development in either building. Rights of vehicular, pedestrian and public access to the stratum are to be registered in conjunction with the stratum registration.

Traffic Signage

- E38. Signage is to be provided at the vehicular exit and right-of-way entry points on Thomas Street making a clear distinction between the adjacent entry and exit points. Such signposting and associated works are to be at no cost to Council or the RTA.

RTA Car Parking Layout Requirements

- E39. The layout of the car parking spaces within the development is to be in accordance with AS2890.1 – 2004 and AS2890.2 – 2002 for heavy vehicles.

Affordable Housing Units

- E40. The ownership of the affordable housing units is to be transferred to Willoughby City Council prior to occupation of the residential flat building.
-