



11 August 2015

Our Reference: DB 12-148A

Regional Panels Secretariat
Sydney East Joint Regional Planning Panel
GPO Box 39
Sydney NSW 2001

Dear Sir/Madam,

Re: Panel Ref: 2015SYE018 Development Application No 2015.08.1 for land at 137 Victoria Street Ashfield - Cardinal Freeman Village – Proposed Conditions of Consent – Meeting of 13 August 2015.

We write on behalf of Stockland Property Services Pty Ltd, in relation to draft conditions of consent for the above DA which is to be considered by the JRPP at its meeting on 13 August 2015.

The following changes to conditions are put forward for consideration by the JRPP

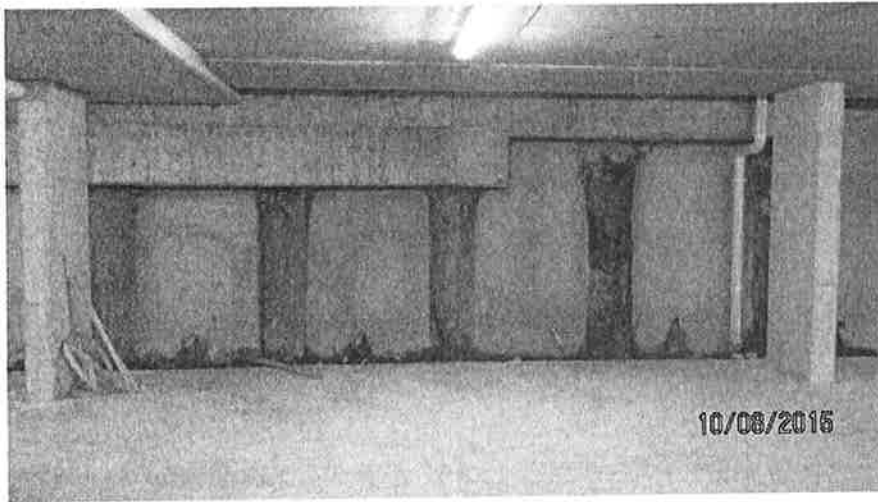
1. CONDITION A(4)(B) AUTOMATED NUMBER PLATE RECOGNITION CAMERAS

It is submitted that this requirement is excessive given the nature of the development and the present and future character of the site. It is a seniors housing development with generally low traffic generation rates. The facility is considered safe and it is understood that crime rates are very low with no known incidents over the past 12 months.

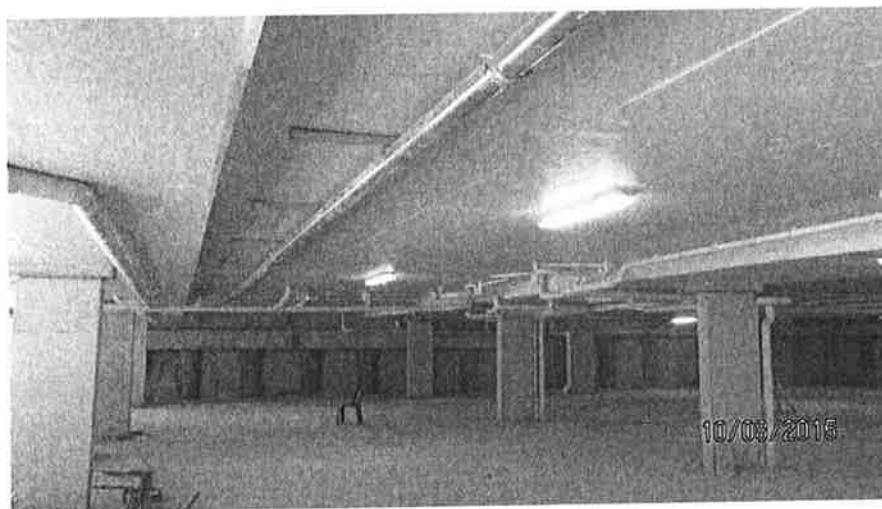
Whilst CCTV will be provided, the requirement for number plate recognition cameras and software is considered unnecessary. Consequently the panel is requested to delete this condition.

2. CONDITION A(4)(H) BASEMENT PAINTED WHITE

It is considered impractical for the walls of the basement to be painted where there are wet walls with exposed piles as per the photo below:



However the ceilings will be finished in white and the illumination would achieve the lux level required by condition C(5) (see following photo).



It is suggested that this condition be amended to read:

- h) Basement car park ~~walls~~ **ceilings** to be ~~painted~~ **finished** in white to increase lux levels and light reflection, aiding in the illumination of the area.*

3. CONDITION A(4)(J) – GRAFFITI PAINT

It is requested that this condition be deleted as it is not required. There are no graffiti issues currently at the site, either within the village or on the external sandstone walls. Access to the village would be controlled and surveillance would be in place. Therefore there is no need for the added significant cost of anti-graffiti paint.



4. CONDITION H(2) - SHUTTLE BUS SERVICE

A courtesy shuttle bus is provided for use of village residents and will continue to be provided. However residents do not generally want to go to Ashfield Station, preferring bus transport – but certainly if they wanted to, the service would be provided.

Whilst buses are provided by Stockland, the village residents pay for the operation of the bus services via fees and charges.

As such, it is requested that the wording of this condition be changed to read:

(2) A courtesy shuttle bus shall be provided by the developer and operated by the Village to service the needs of residents to travel to the local shopping centres and train station. The frequency will be determined by the passenger demand generated by the site.

Please do not hesitate to contact the undersigned if any clarification of the above is required.

Yours faithfully

BBC Consulting Planners

A handwritten signature in black ink, appearing to read 'Dan Brindle', is written over a horizontal line.

**Dan Brindle,
Director**



concurrent operation of a B99 and B85 vehicle. These vehicles should be able to pass without any encroachment of the turning path diagrams (including clearances). This has not been demonstrated by the submitted turning paths where several instances of encroachment of opposing turning paths are evident. The turning paths submitted are also for concurrent operation of two B99 vehicles. The diagrams should be redrawn using a B99 and B85 vehicle and resubmitted.

The comments from BBC planners and GTA consultants are noted and these concerns have now been satisfactorily addressed.

17. There is concern with regard to the swept path plan for a 8.8m vehicle passing through the site. It appears from the plan that the passage of this vehicle through the site will impede access by a 85th percentile car in the opposing direction. Or conversely that a B85 vehicle passing through the site may impede access by an 8.8m vehicle. At all points along the internal road network an 8.8m truck and the 85th percentile car in an opposing direction should be able to operate concurrently. This requirement should to be demonstrated by a turning path plan.

The comments from BBC planners and GTA consultants are noted. Appropriate passing opportunities at critical locations have been demonstrated.

Suggested conditions of consent

On the basis of the applicants responses I raise no concerns with regard to approval of the development application. Should JRPP approval be granted to the development the following conditions are suggested:

1. That a Construction Traffic Management Plan (CTMP) be submitted for approval by Council's Works & Infrastructure Division prior to release of a construction certificate. The CTMP shall address issues such as truck routes and frequencies during various stages of development, loading/unloading strategies, locations of any Work Zones or other temporary traffic restrictions, truck waiting areas, size of delivery vehicles, site worker parking and strategies to reduce the impacts of site worker parking on the surrounding local road network etc. The CTMP should discuss in detail the location, duration and intent of any anticipated road or lane closures during the construction process. Associated traffic control plans and strategies to maintain vehicular access and minimise traffic congestion during those periods should also be outlined.
2. That all visitor parking spaces be marked as "visitor" spaces in paint on site to ensure they remain available for their intended use.
3. That a courtesy shuttle bus service be provided and operated at full cost to the developer to service the needs of clients who no longer drive or who no longer wish to drive. Such service to be capable of operating at a frequency of no less than 15 mins between the site and Ashfield station and capable of meeting the maximum passenger demand generated by the site. This may require more than one bus.
4. That all bicycle and motorcycle parking spaces be clearly marked as such on site to ensure they remain available for their intended use.
5. That the STAFF parking spaces be marked as such on site.
6. That clearance heights within the basement carpark to the lowest protrusions from the roof be maintained at no less than 2.2m with that height increasing to 2.5m above all accessible parking spaces
7. That sight distance triangles compliant with Fig 3.3 from AS/NZ 2890.1-2004 be provided and maintained at all egress points from carpark areas to the internal road network and from the internal road network to the local road network.