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Our Ref: IA/201310/070218ltr

8 February 2018

General Manager
Lake Macquarie City Council
Box 1906
Hunter Region Mail Centre NSW 2310

Attention: Carlos Ferguson/Brian Gibson

Dear Carlos,

RE: DA 764/2014/A Stockland Glendale s.96(2) – submission of amended plans

I refer to Council's correspondence of 7 November 2017 seeking additional information in response to the following three matters:

- Pedestrian and traffic movement between Kmart and Coles
- Details of the new pad site off Stockland Drive
- Traffic movement through new parking area north-west of proposed dining/playground

These matters have been reviewed by Stockland with input from traffic consultant Colston Budd Rogers & Kafes and I now submit amended plans **DA-3002-H** and **DA-3007-B** which include design changes to address the concerns raised.

A more direct pedestrian path between Kmart and Coles is included in the amended plans by relocating the pedestrian crossing from the northern to southern side of the internal roundabout between the cinemas and Kmart and new pedestrian pathway through the car park to Kmart. This change will reduce congestion at the roundabout and reduce the potential for queuing of vehicles back to the roundabout on Stockland Drive as well as providing the more direct pedestrian pathway as requested by Council.

As Stockland do not yet have a proposed use for the additional pad site off Stockland Drive this has been removed from the s.96(2) modification application and the approved car parking layout in DA764/2014 is now retained on the amended plans enclosed. In relation to the pad site already approved under DA1330/2017, the amended plans include provision of an improved slip lane access from the northern entry road. This refinement was identified as part of the investigation of the pedestrian pathways around the internal roundabout and measures to limit the potential for queuing of traffic back to the Stockland Drive roundabout.

In relation to the "loop" parking area adjacent to the proposed dining/playground, a notation has been added to the plan to confirm this area will have a different pavement treatment to the main car park to reflect its intended function as a shared zone. Inclusion of appropriate signage at the entry point to this loop parking area to indicate restricted parking in conjunction with the clear pavement change should be sufficient to limit the potential for excessive or unnecessary traffic movement through this area.

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Stage 2 subdivision

The section 96(2) modification application included the new plan DA-3007-A (now to be amended to DA-3007-B) to provide for the reconfiguration of the car park behind Kmart and Target as Stage 2 of the development. The car park reconfiguration is required to facilitate the transfer of land to Council required for the approach road to the Pennant Street railway bridge as part of Section 2 Stage 1 LMTI works.

As discussed, it is logical that in addition to identifying the car park reconfiguration, Stage 2 of the modified DA764/2014 also include the subdivision necessary to create the parcel of land which would be transferred to Council under the proposed VPA. Accordingly, we also now submit additional plan **DA-3008-A** for the two lot subdivision as part of Stage 2 of the approval.

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned.

Yours faithfully

Ian Adams
Director
PARADIGM PLANNING & DEVELOPMENT CONSULTANTS Pty Ltd

Encl.