
Bayside Planning Panel

28/11/2017

Item No	6.8
Application Type	Development Application – Commercial Development
Application Number	DA-2017/1107
Lodgement Date	30 June 2017
Property	152 Bunnerong Road, Eastgardens (Westfield Eastgardens Shopping Centre) Lot 1 in DP 1058663
Owner	Eastgardens Pty Ltd
Applicant	Scentre Limited
Proposal	Installation and operation of a ticketless car park control system including modifications to the car park layout, installation of boom gates and automated pay machines. Modifications to entry and exit lanes, kerbing, line-marking. Installation of external navigational signage
No. of Submissions	46 submissions
Cost of Development	\$3,971,773.00
Report by	Katerina Lianos, Development Assessment Planner

Officer Recommendation

- 1 That Development Application No. 2017/1107 for the installation and operation of a ticketless car park control system including modifications to the car park layout, installation of boom gates and automated pay machines. Modifications to entry and exit lanes, kerbing, line-marking. Installation of external navigational signage at 152 Bunnerong Road, Pagewood be APPROVED pursuant to Section 80(1)(a) of the Environmental Planning and Assessment Act 1979 and subject to the conditions of consent attached to this report.
 - 2 That objectors are advised of the Bayside Planning Panel's decision.
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Attachments

- 1 Planning Assessment Report;
- 2 Site Plan;
- 3 Location Plan Ground Level;
- 4 Location Plan Level 2;
- 5 Location Plan Level 3;
- 6 Detailed Carpark Ticketless System Ground Level
- 7 Detailed Carpark Ticketless System Levels 2 & 3
- 8 External Sign Locations & Details Ground Level
- 9 External Totem Signs Locations - Level 2 Details
- 10 Staff Carpark Layout
- 11 Notification Plan Ground Level
- 12 Notification Plan Level 2

- 13 Notification Plan Level 3
 - 14 Plan of Management
 - 15 Statement of Environmental Effects
 - 16 Traffic Report
-

Location Plan



Figure 1: Locality Plan (subject site outlined in blue)

BAYSIDE COUNCIL

Planning Assessment Report

Application Details

Application Number:	2017/1107
Date of Receipt:	30 June 2017
Property:	152 Bunnerong Road Eastgardens (Westfield Eastgardens Shopping Centre) Lot 1 in DP 1058663
Owners:	Eastgardens Pty Ltd
Applicant:	Scentre Limited
Proposal:	Installation and operation of a ticketless car park control system including modifications to the car park layout, installation of boom gates and automated pay machines. Modifications to entry and exit lanes, kerbing, line-marking. Installation of external navigational signage.
Recommendation:	Approval
Value:	\$3,971,773.00
No. of submissions:	46 Submissions
Author:	Katerina Lianos, Development Assessment Planner
Date of Report:	20 November 2017

Key Issues

Bayside Council received Development Application No. 2017/1107 on 30 June 2017 seeking consent for the installation and operation of a ticketless car park control system including modifications to the car park layout, installation of boom gates and automated pay machines. Modifications to entry and exit lanes, kerbing, line-marking. Installation of external navigational signage at 152 Bunnerong Road, Eastgardens (Westfield Eastgardens Shopping Centre).

The application was placed on public exhibition for a 21 day period from 2 August 2017 to 23 August 2017, 46 submissions were received.

Key issues in the assessment of the development application predominately relate to the significant number of submissions received against the proposal as well as the reallocation of the dedicated staff carparking area for the library.

The issues raised in the submissions received relate to the inappropriateness of the proposal in terms of the negative economic impacts to businesses within the centre, loss of patronage to centre due to monetary contributions for parking, availability of concessions for staff and patrons; failure to acknowledge the use of the centre as a community facility for the elderly; staging of the proposal until after the Meriton development (BATA) had been completed. The issues raised in the submissions have been noted however there is no planning merit in which Council can impose a condition to satisfy the objections raised. It is understood that the Centre has maintained free unlimited car parking for staff and patrons

since its construction, this was conditioned by Council originally at the time – *freely available at all times during business hours for staff and visitors*. Given the nature of the proposal Council does not have the authority to prescribe the unrestricted/free hours of parking, concession rates or the turnaround time in which patrons can re-enter the Centre at no additional cost. Should the proposal be supported, then after the implementation, it would be a decision of Centre management as to how it wishes to operate.

Currently there are four staff car parking spaces dedicated for Council's exclusive use in association with the Eastgardens Library – these spaces are accessible via Banks Avenue and are sectioned off behind a boom gated area. As the number, location and access to these car parking spaces are yet to be confirmed a condition has been recommended that in order to maintain the status quo (this being four spaces). It is recommended that prior to the issue of Occupation Certificate the applicant is to enter into an agreement with Council to maintain four car parking spaces exclusively for staff use, the location, monetary arrangement and access to these spaces is to be confirmed at the execution of this agreement.

Recommendation

1. That Development Application No. 2017/1107 for the installation and operation of a ticketless car park control system including modifications to the car park layout, installation of boom gates and automated pay machines. Modifications to entry and exit lanes, kerbing, line-marking. Installation of external navigational signage at 152 Bunnerong Road, Pagewood be APPROVED pursuant to Section 80(1)(a) of the Environmental Planning and Assessment Act 1979 and subject to the conditions of consent attached to this report.
2. That objectors are advised of the Bayside Planning Panel's decision.

Background

Site History

Application Number	Description of Development	Application Status (order by date)
DA-370	Development Application – for shopping centre including office facilities	Approved 31 May 1982
DA-1043(C)	Development Application – for shopping centre including office facilities	Approved 7 August 1986
DA-00/350	Development Application – for the construction of a mezzanine floor for storage of products ancillary to the existing fitness centre.	Approved 10 February 2000
DA-00/737	Development Application – for alterations and additions to the existing Eastgardens Shopping Centre.	Deferred Commencement 4 October 2000
DA-00/737	S96(2) – to delete Condition 35 relating to public	Refused 20 March 2001,

Application Number	Description of Development	Application Status (order by date)
	benefit facilities	approved via L & E Court Proceedings No. 10188 of 2001
DA-00/737	S96(1A) – various modifications	Approved 28 March 2001
DA-00/737	S96(2) – to amend the deferred commencement.	Approved 12 June 2001
DA-00/737	S96(1A) – to modify the application so that the development application drawings aligned with the construction certificate drawings	Approved 12 June 2001
DA-00/737	S96(1A) – various changes	Approved 19 September 2001
DA-00/737	S96(1A) – to modify Grids 1 to 13 – relating to landscaping at the corner of Banks Avenue and Westfield Drive	Approved 13 November 2001
DA-02/358	Development Application – for an extension to the existing cinemas.	Approved 1 May 2002
DA-00/737	S96(1A) – change the retail shops/kiosks on Level 3, new staircase in void in food court Levels 2 and 3, steel staircase instead of concrete stair to west face, the deletion of 20 spaces due to relocation of bus interchange, deletion of sign on nature strip, and removal of cinemas from Condition No. 38(ii)	Approved 11 July 2002
DA-00/737	S96(1A) – to alter the centre stage area to incorporate a water feature and stage	Approved 19 September 2002
DA-00/737	S96(1A) – amendment to waste facilities	Approved 12 November 2002
DA-00/737	S96(1A) to permit 7am to midnight hours of operation for Woolworths supermarket	Approved 22 November 2002
DA-07/301	Development Application – for alterations/additions to Westfield Eastgardens including construction of a new link at level 3 between the existing office building and the existing retail mall, with additional car parking being provided within a reconfigured level 3 and an extended level 4 roof top parking area. The applicant has now confirmed that they will not be proceeding with this application and a condition is imposed on this consent requiring that it be surrendered prior to the issue of the construction certificate. The floor space ratio is therefore calculated based on this work not proceeding.	Approved 29 August 2007
DA-10/157	Development Application - for the construction of two temporary amenity buildings, one of which will be used as a lunchroom and the other as a sanitary facility for existing employees.	Approved 5 March 2010
DA-10/253	Development Application – for the fit-out and use part of the ground floor car park as a carwash. An Interim Occupation Certificate was issued by Council on 27 th October 2010. The area used for the car wash is located toward the eastern side of the site and does not conflict	Approved 21 July 2010

Application Number	Description of Development	Application Status (order by date)
	with the works proposed under this application.	
DA-10/399	Development Application – for the replacement of external business identification signage, additional signage and replacement of the reception portico to the Kmart Tyre and Auto Centre.	Approved 4 October 2012
DA-11/256	Development Application – for the partial void infill and minor internal alterations to include a new public amenities block at level 2.	Approved 23 May 2012
DA-11/278	Development Application - for the alterations and additions to the existing Westfield Centre including relocation of accessible and Council car spaces, relocation of the existing Kmart Auto and maintenance workshop, construction of a new restaurant dining precinct comprising five (5) tenancies located at Ground Floor Level, construction of a new storage area to roof level (zone B), tree removal, landscape planting and ancillary works.	Approved 1 August 2012
DA-11/278/02	Section 96(1) Modification Application - to modify Development Consent No 11/278 to amend Conditions 2(c) and 11 to rectify the error made with the Section 94 Contributions. The modification of Condition 88 is also required to reflect the Section 96 application.	Approved 20 October 2012
DA-11/278/03	Section 96(1A) Modification Application – to Development Consent No.DA-11/278/03 to modify. (increase no restaurants from 5 to 6. Reduce GFA by 30m2)	Approved 6 September 2013
DA-14/123	Development Application – For the alterations and additions to the existing Westfield Shopping Centre at Eastgardens, including the construction of a new retail mall at Level 3 comprising two (2) mini major tenancies including a supermarket, 11 new specialty shops, two (2) new kiosks, enlargement of existing loading dock and new rooftop car parking area on Level 4.	Approved 11 March 2015

Proposal

The development application, seeks approval for the installation and operation of a ticketless car park control system including modifications to the car park layout, installation of boom gates and automated pay machines. Modifications to entry and exit lanes, kerbing, line-marking. Installation of external navigational signage at 152 Bunnerong Road, Eastgardens. Features of the proposal are as follows:

- Incorporation of ticketless system with number plate recognition at the entries and exits of the shopping centre;
- Installation of automatic pay machines;

- Remote CCTV for the continued monitoring of the system;
- New directional signage situated at the perimeter, on approach to the car park areas and access to the various car park entries;
- New signage depicting the availability of individual car parking spaces and within the centre;
- Loss of 54 car parking spaces to accommodate the equipment for the proposal;
- Provision of 418 car parking spaces on the roof level for staff car parking; and
- Approval of construction to occur outside of normal business hours, specifically near entrances/exits.

The aims of the proposal as identified by the applicant seek to “*ensure a turnover of shopper parking spaces, enhance security, discourage all day commuter parking and provide a designated area for retail staff parking which maximises convenient parking spaces for shoppers within the centre. The control system will assist the various users of the car park, including shoppers, tenants and staff*”.

The applicant has noted that in regards to the payment structure “*it is common for car parking control system to have a minimum 2 or 3 hour parking period free of cost. Charges apply on a sliding scale after the initial free period. Whilst a similar arrangement is envisaged here, the fee structure is ultimately at the discretion of the owner and cannot be lawfully prescribed by a condition of consent*”. The plan of management provided with the subject application elaborates on the payment methods, turn around and re-entry management, hours of operation, security measures, concessional fee structures for staff parking and cinema patron parking associated with the proposal. All the matters identified in the Plan of Management (POM) cannot be lawfully prescribed by a condition of consent other than that it is executed after the issue of the occupation certificate to maintain the ongoing operation of the proposal.

Site Description

The subject site is located on the northern side of Wentworth Avenue and extends between Banks Avenue to the west and Bunnerong Road to the east. Westfield Drive forms the site's northern boundary. The subject site is known as 152 Bunnerong Road Eastgardens and comprises the Westfield's Eastgardens Shopping Centre. The site is an irregularly shaped allotment and is formed by Lot 1 DP 1058663 and has a total site area of 92,900m².

The site has a frontage to Wentworth Avenue of approximately 385 metres and a frontage to Banks Avenue of approximately 195 metres. The frontage to Westfield Avenue is approximately 342 metres, which comprises a two way service road extending along the northern boundary and connects Banks Avenue in the west to Bunnerong Road at the eastern end of the site. The eastern boundary of the site has frontage to Bunnerong Road.

Westfield Eastgardens Shopping Centre comprises a fully enclosed, multi-level centre which was officially opened in October 1987 and extended and refurbished in 2001. Myer, Big W, Coles, Target, Woolworths and over 250 specialty stores currently occupy the centre. A commercial office building including a library of approximately 5,100 sqm and a multi-screen cinema complex accommodating around 1,800 seats also exists on the site.

There are various vehicular access ramps from Banks Avenue, Wentworth Avenue and Westfield Drive with express ramps to and from the rooftop parking accessed from Westfield Drive. A bus and taxi drop off/pick-up area is also provided along the Bunnerong Road frontage, accessed from Westfield Drive.

The main loading docks and service vehicle entry points are also located off Westfield Drive. Landscaping is provided along the Bunnerong Road and Wentworth Avenue frontages.

The subject site is centrally located in the region, being located along the two arterial roads of Wentworth Avenue and Bunnerong Road. Sydney airport is located a short distance to the southwest of the site while the heavy industrial areas of Port Botany and Banksmeadow are located to the south of the site along Denison Street and Foreshore Drive. The surrounding context comprises a mix of land uses including industrial, residential and open space and comprises a variety of land zonings.

Immediately to the north beyond Westfield Drive is the former industrial precinct previously occupied by British American Tobacco Australia (the BATA site). This site has since been rezoned for high density residential and mixed uses. Upon completion it is anticipated that this site will accommodate over 2000 residential units and approximately 1000m² – 5000m² of retail area.

To the west of the site beyond Banks Avenue is the southern end of the Bonnie Doon Golf Course. On the southern side of Wentworth Avenue, there is the Botany Athletic Centre as well as some low density residential development. Low density residential development also exists to the east of the site beyond Bunnerong Road.

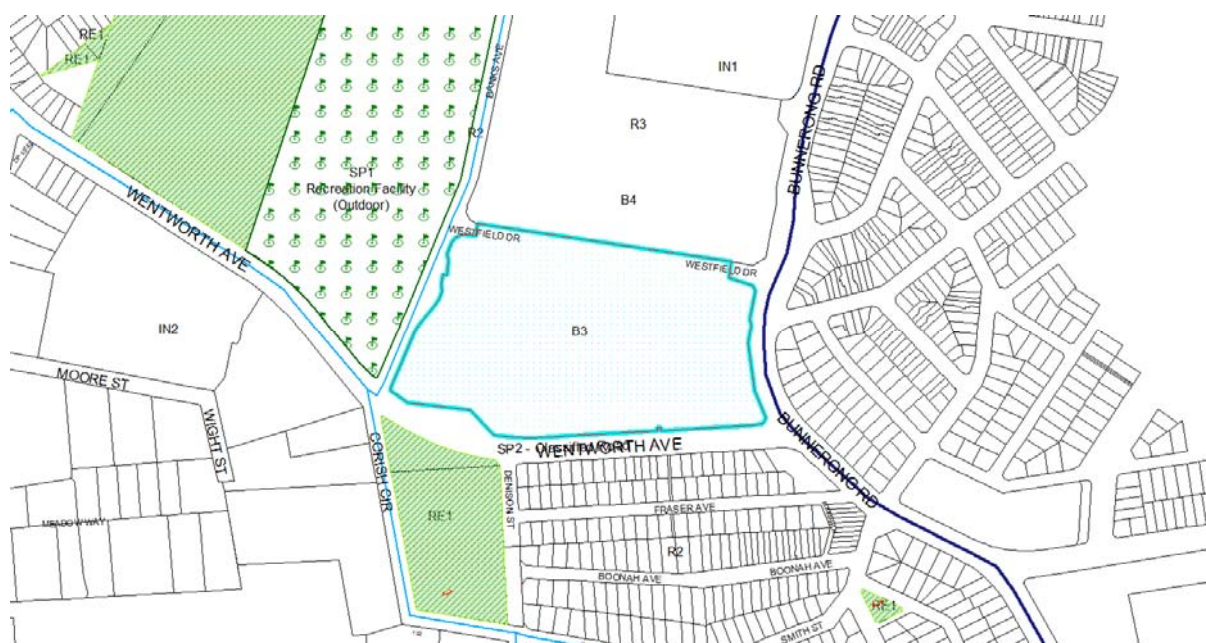


Figure 1: Locality Plan (subject site outlined in blue)

Referrals

Internal

The development application was referred to Council's Development Engineer and Traffic Engineer for comment, no objection was raised in regards to the proposal.

External

The development application was referred to the Roads and Maritime Services (RMS) and Randwick Council for comment. No objections to the proposal were received, recommended conditions have been imposed by the RMS. The RMS provided the following comments in addition to recommended conditions regarding the proposal:

- i) *The boom gates at the exits will impact on the discharge of traffic at traffic signals, which may increase delay and queuing.*

The proposed exit boom gates at the signalised intersection of Wentworth Avenue and Denison Street (TCS 1586) should be adequately set back from the stop line to allow vehicles to pass the gates and to be able to store as many vehicles as possible at the traffic signals. The setback of the boom gates should be determined by vehicle storage demands based on an assessment of queue lengths (e.g. indicatively the setback should allow for storage of at least 4 vehicle lengths per lane from the stop line).

- ii) *Sight distances from the proposed vehicular crossings to road users on Wentworth Avenue are to be in accordance with the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, Section 3.4, and AS 2890.1*

Statutory Considerations

An assessment of the application has been undertaken pursuant to the provisions of the *Environmental Planning and Assessment Act, 1979*.

S.79C(1) - Matters for Consideration – General

S.79C(1)(a)(i) - Provisions of Environmental Planning Instruments

The following Environmental Planning Instruments are relevant to this application:

State Environmental Planning Policy No. 55 – Remediation of Land

The provisions of SEPP No. 55 have been considered in the assessment of the development application, along with the requirements of the Botany Bay Development Control Plan Part 3K – Contamination, relating to Contaminated Land. The likelihood of encountering contaminated soils on the subject site is considered to be extremely low given that no excavation works are proposed to accommodate the proposal. On this basis, SEPP 55 has been considered in the assessment of the proposal and is acceptable.

State Environmental Planning Policy (SEPP) No. 64 – Advertising and Signage

In accordance with SEPP 64:

Building identification sign means a sign that identifies or names a building, and that may include the name of a business or building, the street number of a building, the nature of the business and a logo or other symbol that identifies the business, but that does not include general advertising of products, goods or services.

The proposal seeks to install a series of totem poles at the boundaries of the subject site near the entry/exits of the car park, these include off Wentworth Avenue and Banks Avenue at ground level and at Westfield Drive at Level 2. The signs proposed will indicate where major retailers within the Centre are i.e. Big W, Woolworths, Cinemas, Aldi, Target, Myer, Coles, Fresh Food, Kmart and Target as well as the number of car parking spaces available. A portion of the signage will form part of a digital display to illustrate number of car parking spaces available accordingly.

The proposed signage has been assessed against Clauses 8 and 13 of SEPP 64 which requires Council to determine consistency with the objectives stipulated under Clause 3(1)(a) of the SEPP and to assess the proposed signage against the assessment criteria of Schedule 1.

The application is considered to satisfy the objectives of the policy by ensuring that the proposed building identification signage is compatible with the desired amenity and visual character of the locality, provides effective communication and is of high quality having regard to both design and finishes.

The assessment criteria contained in Schedule 1 are addressed in detail below:

Matters for Consideration	Comment	Complies
1. Character of the area Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage is compatible with the existing and desired future character of the shopping centre locality.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage will be located entirely within the boundaries of the site and whilst the sign is not considered to be a form of outdoor advertising, the proposed sign is constructed of materials and presents a colour scheme which does not detract from the existing quality of the streetscape.	Yes
2. Special areas Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage is not located in close proximity to a heritage item. The scale, materials of construction and colour scheme of the proposed sign does not detract from the existing quality of the streetscape.	Yes
3. Views and vistas Does the proposal obscure or compromise important views?	The proposed signage will wholly located within the subject site and as such will not obscure or compromise any views.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage is of an appropriate scale and location which will not dominate the skyline and integrated into the building envelope.	Yes
Does the proposal respect the viewing rights of other advertisers?	The proposed signage will not obscure any future signage and will respect the viewing rights of other advertisers.	Yes

Matters for Consideration	Comment	Complies
4. Streetscape, setting or landscape Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed signage is appropriate given the context of the site and modern design of the proposal. The sign does not adversely impact upon the existing landscaping.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage is of a high quality design and finish that will positively contribute to the streetscape amenity of the locality.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signage provided visual interest to avoid long blank walls at the western elevation.	Yes
Does the proposal screen unsightliness?	The proposed signage compliments the existing shopping centre development.	Yes
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage does not protrude above the building or the awning of the building.	Yes
5. Site and building Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The scale, proportion and form of the proposed signage are appropriate for identification for the car parking areas within the shopping centre.	Yes
Does the proposal respect important features of the site or building, or both?	The proposed signage has been designed to be consistent with the built form and to that of surrounding development.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage is made from contemporary materials and the colours and finishes to the sign are of high quality. The proposal is functional and digitally updates automatically to reflect the number of car parking spaces within the centre to aid patrons.	Yes
6. Associated devices and logos with advertisements and advertising structures Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	The proposal is for building identification signage, not an advertising structure.	Yes
7. Illumination Would illumination result in unacceptable glare, affect safety for pedestrians, vehicles or aircraft, detract from the amenity of any residence or other form of accommodation?	The digital car parking spaces identified on the signs will be illuminated.	N/A
Can the intensity of the illumination be adjusted, if necessary?	No, the illumination of the signage shall be appropriate so as not to result in glare	N/A

Matters for Consideration	Comment	Complies
	onto oncoming traffic.	
Is the illumination subject to a curfew?	No. The signage will remain operational 24hrs.	N/A
8. Safety Would the proposal reduce the safety for any public road, pedestrians or bicyclists?	The proposed signage is not considered to have any adverse impact upon the safety for any public road, pedestrians or bicyclists	Yes
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The location of proposed signage will not disrupt sightlines from public areas.	Yes

Botany Bay Local Environmental Plan 2013

Botany Bay Local Environmental Plan 2013 has been considered in the assessment of the Development Application and the following information is provided:

Relevant Clauses Principal Provisions of Botany Bay Local Environmental Plan 2013	Compliance Yes/No	Comment
Land use Zone	Yes	The site is zoned B3 Commercial Core Zone under the Botany Bay Local Environmental Plan 2013.
Is the proposed use/works permitted with development consent?	Yes	The proposed use as shopping centre premises is permissible with Council's consent under the Botany Bay Local Environmental Plan 2013.
Does the proposed use/works meet the objectives of the zone?	Yes	The proposed development is consistent with the following objectives of the B3 Business Core Zone: <ul style="list-style-type: none"> To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community. To encourage appropriate employment opportunities in accessible locations. To maximise public transport patronage and encourage walking and cycling.
Does Schedule 1 – Additional Permitted Uses apply to the site? If so what additional uses are permitted on the site?	N/A	Schedule 1 does not apply to the site.
What is the height of the building? Does the height of the building comply with the maximum building height?	N/A	The proposal includes internal works to the existing carpark and as such will not amend the height of the approved development.
What is the proposed Floor Space	N/A	The proposal includes internal works to the

Relevant Clauses Principal Provisions of Botany Bay Local Environmental Plan 2013	Compliance Yes/No	Comment
Ratio? Does the Floor Space Ratio of the building comply with the maximum Floor Space Ratio		existing carpark and as such will not amend the FSR of the approved development.
Is the land affected by road widening?	N/A	The subject site is not affected by road widening.
Is the site listed in Schedule 5 as a heritage item or within a Heritage Conservation Area?	N/A	The subject site is not located in a heritage conservation area, and it is not within the vicinity of a heritage item.
The following provisions in Part 6 of Botany Bay Local Environmental Plan apply: <ul style="list-style-type: none"> • 6.1 – Acid Sulfate Soils • 6.2 – Earthworks • 6.3 – Stormwater Management • 6.8 Airspace operations • 6.9 – Development in areas subject to aircraft noise 	 N/A N/A Yes N/A N/A	 No excavation works are proposed. No excavation works are proposed. The proposal does not seek to alter the existing stormwater drainage of the car parking area. The proposal includes internal works and as such will not amend the height of the approved development. The subject site is located outside of the 20 ANEF contour.

S.79C(1)(a)(ii) - Provisions of any Draft EPI's

There are no draft EPIs applicable to the proposal.

S79C(1)(a)(iii) - Provisions of any Development Control Plan

Botany Bay Development Control Plan 2013

The development proposal has been assessed against the controls contained in the Botany Bay Development Control Plan 2013 as follows:

Part 3A –Parking and Access

Although no changes are proposed to reduce the approved GFA of the centre in accordance with Part 3A.2 business and office premises are required to provide car parking facilities at the rate of 1 space per 40m² whilst shops are required to provide car parking facilities at the rate of 1 space per 25m².

The traffic and car parking assessment prepared by Colston Budd Rogers & Kafes Pty Ltd provided with the application states that the Centre has a total Gross Leasable Area of 84,555m² with the provision of 3,197 car parking spaces are currently available within the Centre. The applicant has identified that “*RMS parking rates for large shopping centres are considered appropriate as they are based on surveys that take into account the range of different uses in large centres*”, refer to table extract below:

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Component	Size	Rate	Spaces Required
Retail			
• Department stores	11,624m ²	2.4/100m ²	279
• DDS and Mini Majors	25,829m ²	4.0/100m ²	1033
• Supermarkets	11,245m ²	4.2/100m ²	472
• Specialty shops	25,319m ²	4.5/100m ²	1139
Cinema	723 seats	1/25 seats	29
Childcare	40 children	1/4 children	10
Library	1,460m ²	0.9/100m ²	13
Office	3,555m ²	0.9/100m ²	32
Gym	1,310m ²	3.0/100m ²	39
Total	84,555m ²		3,046

Figure 2: Table extract demonstrating existing car parking requirements in accordance with the RMS, Colston Budd Rogers & Kafes Pty Ltd

As demonstrated the existing Centre currently has a surplus of 151 car parking spaces, as such the proposed loss of 54 car parking spaces will result in a compliant development with the RMS requirements. A breakdown of the car parking provision within the Centre current and proposed is as follows:

Car parking space count						
	Ground	Mezzanine	Level 2	Level 3	Roof	Total
Current spaces	883	416	444	687	767	3197
Lost spaces	-24	-	-	-12	-64	-100
New spaces	+2	-	-	-	+44	+46
Incremental spaces	-22	-	-	-12	-20	-54
Spaces on completion	861	416	444	675	747	3143

Reconciliation of Incremental spaces					
	Drawing NO.	Level	Lost spaces	New spaces	Incremental
Location 1	2/17.0005	Ground	-6	+1	-5
Location 2	4/17.0005	Ground	-6	+1	-5
Location 3	6/17.0005	Ground	-12	-	+12
Location 4	2/17.0006	Level 3	-12	-	-12
Location 5	4/17.0006	Roof	-12	+2	-10
Location 6	6/17.0006	Roof	-14	-	-14
Staff carpark reconfiguration	17.0009	Roof	-38	+42	+4
Total	n/a	n/a	-100	+46	-54

Figure 3: Table extract demonstrating car parking provisions existing and proposed, Scentre Group

S.79C(1)(a)(iv) - Provisions of regulations

The proposed development is not inconsistent with the relevant provisions of the *Environmental Planning and Assessment Regulation 2000*.

S.79C(1)(b) - Likely Impacts of Development

As outlined in the assessment above, the proposed development will have no significant adverse environmental, social or economic impacts in the locality. The proposed development will maintain free paid parking for a length of time to be determined by the applicant, concessions will also be available for staff parking and cinema patrons.

The construction of the proposed development is to occur outside of typical business hours to minimise the impact to the daily operational functions of the Centre. This is acceptable given that the works are located away from the adjoining residential areas on the opposite site of Bunnerong Road and Wentworth Avenue. Appropriate noise amenity conditions are recommended.

S.79C(1)(c) - Suitability of the site

The site is not known to be affected by any site constraints or other natural hazards likely to have a significant adverse impact on the proposed development. The introduction of paid parking within the centre aims to discourage all day commuter car parking and indirectly ensure that patrons of the centre utilise the existing public transport network, walking and cycling thus aligning with the objectives of the B3 – Commercial Core Zone. In addition the proposal seeks to *“improve access to available car parking spaces, reducing traffic circulation, delays and queues within the carpark”*. Furthermore the traffic impacts are not considered to be significant given the relatively small scale of the development and no significant planning issues are raised that would warrant the refusal of the proposed development.

S.79C(1)(d) - Public Submissions

In accordance with Part 2 of the Botany Bay DCP 2013 – Notification and Advertising the development application was placed on public exhibition for a 21 day period from 2 August 2017 to 23 August 2017, 46 submissions were received.

The issues raised in the submissions are summarised as follows:

- ***In support of the proposal as the implementation of time restrictions would discourage patrons from staying at the centre for long periods of time or parking all day (public transport commuter parking) and as such would make it easier for people to find a car parking during peak periods (which is often difficult).***

Comment: Noted. The proposal seeks to *“improve access to available car parking spaces, reducing traffic circulation, delays and queues within the carpark”*.

- ***Clarification as to whether concessions will be provided in special circumstances i.e. for pensioners or the disabled or Centre staff. Furthermore, what is the extent of these concessions.***

Comment: The POM provided with the application noted that concessions will be made available for staff of the centre by pre-registering their details online to gain access to the designated area. An additional hour of parking on top of the free parking period upon validation is proposed for cinema patrons. No details are provided regarding

concessions for pensioners or the disabled, this information is at the discretion of the applicant.

- ***Acknowledgement that ticketless paid parking has been implemented at other Westfield shopping centres within Sydney.***

Comment: Noted.

- ***Negative impacts on existing businesses within the shopping centre. Given that patrons are used to parking free at all times the implementation of a paid parking scheme would place an additional financial burden on patrons – patronage will decrease as people will refuse to pay for parking. This would subsequently discourage people from shopping at the Centre and go to seek alternative shopping centres in the local area - this being South Point Shopping Centre, Maroubra or Hillsdale shops.***

Comment: The proposed development seeks to implement a free parking period, this length of time is at the discretion of the applicant. Furthermore, the additional financial burden that the proposed development may have on patrons is outside the scope of the application and is not a matter for consideration. It can also be argued that there will be a higher turnover of patrons which is also good for business.

- ***The paid parking scheme will discourage patrons from using the centre. The free parking period provides greater flexibility which will in turn encourage patrons to stay in the Centre and spend more money.***

Comment: The proposed development seeks to implement a free parking period, this length of time is at the discretion of the applicant. In addition, whether the proposed development discourages patrons from visiting the Centre is outside the scope of the application and is not a matter for consideration. Some patrons also argue that they have no issue with paying for parking, as the proposed system provided greater security and enable them to find a car space during peak times, rather than leaving to go to another centre.

- ***The proposal disregards that the Centre is used as a community centre which locals tend to spend longer amounts of time***

Comment: It is noted that Council's library is located on the ground floor of the Centre and is utilised by members of the public during its hours of operation. The proposed development should have no impact on the utilisation of the community facility nor the use of the rest of the centre.

- ***The free parking period should vary between 2-4hrs with the options of parking validation for patrons who shop within the centre or go to the cinemas***

Comment: Noted. The length of the free parking period is up to the discretion of the applicant. In addition, whether the proposed development will discourage patrons from visiting the Centre is outside the scope of the application and is not a matter for consideration.

- ***Insufficient car parking to accommodate staff parking within the local street network, in addition staff who work within the Centre will not be able to afford to pay for parking. If the proposal is implemented existing staff within the centre will have to seek alternative employment.***

Comment: The proposed development facilitates 418 car parking spaces for staff on the roof level of the car parking area. The concessions available for staff are at the discretion of the application. The application did not provide an assessment in regards to the potential impacts that the proposal may have on parking demands within the

existing road network surround the development. As such Council cannot provide comment.

- ***Existing staff car parking areas are often full with regular shoppers parking there.***
Comment: Noted.
- ***The Eastgardens area is not an affluent area with the majority of its patrons coming from families with an average salaries, low socio-economic groups or students. Given this the locals that use the centre will not be able to afford paid parking - and as such will seek alternative places to shop.***
Comment: The proposed development seeks to implement a free parking period, this length of time is at the discretion of the applicant. In addition, whether the proposed development will place an additional financial burden on patrons from visiting the Centre is outside the scope of the application and is not a matter for consideration.
- ***Eastgardens is not well serviced by public transport (unlike other Westfield's that have access to train station and bus depots), should the proposal go ahead there will be a greater demand/congestion within the limited bus network that service Eastgardens.***
Comment: The Centre is currently accessible via a bus interchange at the Bunnerong Road frontage. The proposed development does not seek to change the existing public transportation services to and from the Centre. The proposal seeks to improve access to available car parking spaces within the centre and indirectly encourage walking, cycling and public transportation to from the Centre – to align with the objectives of the zone. Whether the proposed development discourages patrons from visiting the Centre is outside the scope of the application and is not a matter for consideration.
- ***Public transport is not a feasible option to commute to/from the centre with a full load of shopping.***
Comment: Noted. Whether patrons will be able to commute to/from the centre with shopping is outside the scope of the application and is not a matter for consideration.
- ***Flow on effects from cars waiting to enter the shopping centre will create additional congestion within the surrounding road network.***
Comment: The traffic and parking assessment provided with the application indicates that the proposal will ease traffic congestion for patrons entering/exiting the Centre.
- ***The proposal will discourage future residents of the Meriton development next door from parking overnight within the centre, however this increased parking congestion within the local road network for patrons who don't want to pay for parking.***
Comment: Noted. The proposal seeks to “improve access to available car parking spaces, reducing traffic circulation, delays and queues within the carpark”.
- ***The proposal will increase parking congestion within the local road network for patrons who don't want to pay for parking.***
Comment: The proposed development seeks to implement a free parking period, this length of time is at the discretion of the applicant. The application did not provide an assessment in regards to the potential impacts that the proposal may have on parking demands within the existing road network surround the development. However it is expected that the percentage of cars within the centre that are currently utilised by commuters for all day parking is low and as such any potential impacts to the road networks is limited.

- ***Introduce paid parking for people you park overnight rather than charging patrons through the day.***

Comment: The POM provided seeks to implement a free parking period, this length of time is at the discretion of the applicant. This is not a matter for consideration.

- ***Clarification on the re-entering time to the shopping centre***

Comment: The POM provided seeks to implement a 30 minute re-entry time initially with management to have the discretion to amend this accordingly. This is not a matter for consideration.

- ***The proposal should consider implementing paid parking arrangement after the Meriton site has been constructed.***

Comment: The adjoining development at BATA has no influence on the outcome of the application. This is not a matter for consideration.

- ***The Entertainment Quarter can be used as an example where a paid parking scheme can negatively impact businesses within the centre.***

Comment: This is not a matter for consideration.

S.79C(1)(e) - Public interest

It is considered that granting approval to the proposed development will have no significant adverse impact on the public interest as there will be a period of free paid parking available for patrons, concession staff parking, and no changes to external traffic conditions for patrons entering/exiting the subject site.

Conclusion

Bayside Council received Development Application No. 2017/1107 on 30 June 2017 seeking consent for the Installation and operation of a ticketless car park control system including modifications to the car park layout, installation of boom gates and automated pay machines. Modifications to entry and exit lanes, kerbing, line-marking. Installation of external navigational signage at 152 Bunnerong Road, Eastgardens (Westfield Eastgardens Shopping Centre).

Council raises no objection to proposal, given that there is a surplus of car parking spaces provided on site the loss of 54 car spaces is acceptable to accommodate the development. In addition, there is no objection raised in terms of the construction of the proposal to occur outside of typical business hours so as to minimise impacts to the daily operational functions of the Centre. Conditions have been recommended to ensure that noise impacts from the proposal are mitigated.

Given the significant number of submissions received namely objecting to the financial burden of the proposal on patrons, availability of concessions, failure to acknowledge the Centre as a local centre and the appropriateness of the staging of the application in regards to the neighbouring BATA development, there is limited planning scope for Council to respond to these submissions and request amendments accordingly. As previously stated, Council does

not have the authority to recommend conditions relating to the costs or concessions associated with the ticketless parking scheme.

Attachment

Schedule 1 – Conditions of Consent

Premises: 152 Bunnerong Road Eastgardens

DA No: 2017/1107

SCHEDULE OF CONSENT CONDITIONS

GENERAL CONDITIONS

1. The development is to be carried in accordance with the following plans listed below and endorsed with Council's stamp, except where amended by other conditions of this consent.

Drawing No.	Author	Date Received
Ticketless Access System Notification Works Site Plan, Drawing No. 17.0001, Rev B	Scentre Group	Dated 27 June 2017, Received by Council 30 June 2017
Ticketless Access System Location Plan – Ground Level, Drawing No. 17.0002, Rev B	Scentre Group	Dated 23 June 2017, Received by Council 30 June 2017
Ticketless Access System Location Plan –Level 2, Drawing No. 17.0003, Rev A	Scentre Group	Dated 1 August 2016, Received by Council 30 June 2017
Ticketless Access System Location Plan –Level 3, Drawing No. 17.0004, Rev B	Scentre Group	Dated 1 August 2016, Received by Council 30 June 2017
Carpark Ticketless System – No.1; 2; 3 Level G, Drawing No. 17.0005, Rev B	Scentre Group	Dated 26 June 2017, Received by Council 30 June 2017
Carpark Ticketless System – No.4 Lv 2 & No. 5 Lv 3, Drawing No. 17.0006, Rev B	Scentre Group	Dated 26 June 2017, Received by Council 30 June 2017
External PGS Signs Locations & Details Level	Scentre Group	Dated 26 June 2017, Received by Council 30

Drawing No.	Author	Date Received
Ground, Drawing No. 170007, Rev B		June 2017
External Totem Signs Locations - Level 2 & Typical Totem Details, Drawing No. 170008, Rev B	Scentre Group	Dated 2 June 2017, Received by Council 30 June 2017
Staff Carpark Layout, Drawing No. 17.0009, Rev A	Scentre Group	Dated 29 June 2017, Received by Council 30 June 2017
Ticketless Access System Notification Plan Ground Level, Drawing No. 17.0010, Rev B	Scentre Group	Dated 26 June 2017, Received by Council 30 June 2017
Ticketless Access System Notification Plan Level 2, Drawing No. 17.0011, Rev A	Scentre Group	Dated 1 August 2016, Received by Council 30 June 2017
Ticketless Access System Notification Plan Level 3, Drawing No. 17.0012, Rev B	Scentre Group	Dated 26 June 2017, Received by Council 30 June 2017

Reference Document(s)	Author	Date Received
Plan of Management	Derek Cable – National Parking Operations Manager, Scentre Shopping Centre Management	Dated June 2017, Received by Council 30 June 2017.
Statement of Environmental Effects	Ingham Planning Pty Ltd	Dated June 2017, Received by Council 30 June 2017.
Introduction Of Car Park Control System	Colston Budd Rogers & Kafes Pty Ltd	Dated June 2017, Received by Council 30 June 2017.

2. This Consent relates to land in Lot 1 DP1058663, and as such, building works must not encroach on to adjoining lands or other public places, except as otherwise permitted by this consent.
3. No further signage, other than signage permitted as exempt or complying development, shall be installed or displayed at the premises without a development application being lodged with Council and consent thereto being given by Council in accordance with Council's guidelines and SEPP 64.
4. The following shall be complied with:
 - a) All building work must be carried out in accordance with the provisions of the Building Code of Australia;

- b) The provision of disabled access throughout the development is required and shall be in compliance with the Building Code of Australia Part D3 "Access for People with Disabilities" and Australian Standard AS1428.1 (2001) – Design for Access and Mobility – Part 1 General Requirements for Access – Buildings. This requirement shall be reflected on the Construction Certificate plans; and
- 5. The consent given does not imply that works can commence until such time that:
 - a) Detailed plans and specifications of the building have been endorsed with a Construction Certificate by:-
 - i) The consent authority; or,
 - ii) An accredited certifier; and
 - b) The person having the benefit of the development consent:-
 - i) Has appointed a Certifying Authority; and
 - ii) Has notified the consent authority and the Council (if the Council is not the consent authority) of the appointment; and
- 6. The person having the benefit of the development consent has given at least 2 days notice to the council of the persons intention to commence the erection of the building.
- 7. All costs associated with these development conditions shall be borne by the applicant. If, when actioning these conditions Council's solicitor is required to act on behalf of Council, then Council's solicitor's fees and charges shall also be borne by the Applicant.

CONDITIONS IMPOSED BY EXTERNAL AUTHORITIES

- 8. The following conditions imposed by **Roads and Maritime Services** are as follows:
 - a) Roads and Maritime has previously resumed and dedicated a strip of land as road along the Bunnerong Road frontage of the subject property, as shown by grey colour on the attached aerial-"X".

 Roads and Maritime has no other approved proposal that requires any part of the subject property for road purposes.

 All buildings and structures, together with any improvements integral to the future use of the site are to be wholly within the freehold property (unlimited in height or depth), along the Wentworth Avenue and Bunnerong Road boundary.
 - b) The redundant driveway on the Wentworth Avenue frontage shall be removed and replaced with kerb and gutter to match existing. The design and construction of the kerb and gutter crossing on Wentworth Avenue shall be in accordance with Roads and Maritime requirements. Details of these requirements should be obtained from Roads and Maritime Services, Manager Developer Works, State Wide Delivery, Parramatta (telephone 9598 7798)

 Detailed design plans of the proposed gutter crossing are to be submitted to Roads and Maritime for approval prior to the issue of a Construction Certificate and commencement of any road works.

 A plan checking fee (amount to be advised) and lodgment of a performance bond may be required from the applicant prior to the release of the approved road design plans by Roads and Maritime.
 - c) Should the post development storm water discharge from the subject site into the Roads and Maritime system exceed the pre-development discharge, detailed design plans and hydraulic calculations of any changes are to be submitted to Roads and Maritime for approval, prior to the commencement of works on site

Details should be forwarded to: Suppiah.THILLAI@rms.nsw.gov.au

A plan checking fee will be payable and a performance bond may be required before Roads and Maritime approval is issued. With regard to the Civil Works requirement please contact the Roads and Maritime Project Engineer, External Works Ph: 88492114.

- d) A Road Occupancy Licence should be obtained from Transport Management Centre for any works that may impact on traffic flows on Wentworth Avenue, Bunnerong Road or traffic signals during construction activities. A ROL can be obtained through <https://lmyrta.com/oplinc2/pages/security/oplincLogin.jsf>
- e) All demolition and construction vehicles are to be contained wholly within the site. All vehicles must enter the site before stopping as a construction zone will not be permitted on Wentworth Avenue or Bunnerong Road.
- f) All works and signposting associated with the subject development, including any utility adjustment/relocation works, shall be at no cost to Roads and Maritime.

PRIOR TO COMMENCEMENT OF WORKS OR ANY DEVELOPMENT OR WORK

- 9. Should the construction process require a building waste container(s) (builders' skip), then such container must not be placed or left upon the public road, footpath, reserve or the like without the prior approval of the Council. The use of any part of Council's road reserve must also have prior approval of Council.
- 10. Prior to commencement of any works, where relevant, application(s) shall be made to Council's Customer Services Counter and obtained the following approvals and permits on Council's property/road reserve under Road Act 1993 and Local Government Act 1993: -

(It should be noted that any works shown within Council's road reserve or other Council Lands on the development approval plans are indicative only and no approval for these works is given until this condition is satisfied.)

- a) Permit to erect hoarding on or over a public place, including Council's property/road reserve,
- b) Permit to construction works, place and/or storage building materials on footpaths, nature strips,
- c) Permit to install temporary ground anchors in public land,
- d) Permit to discharge ground water to Council's stormwater drainage system,
- e) Permit for roads and footways occupancy (long term/ short term),
- f) Permit to construct vehicular crossings, footpaths, kerbs and gutters over road reserve,
- g) Permit to open road reserve area, including roads, footpaths, nature strip, vehicular crossing or for any purpose whatsoever, such as relocation / re-adjustments of utility services,
- h) Permit to place skip/waste bin on footpath and/or nature strip, and
- i) Permit to use any part of Council's road reserve or other Council lands.

CONDITIONS WHICH MUST BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

11. The required Long Service Levy payable under Section 34 of the Building and Construction Industry Long Service Payments Act 1986 has to be paid. The Long Service Levy is payable at 0.35% of the total cost of the development, however this is a State Government Fee and can change without notice.
12. The applicant must prior to the release of the Construction Certificate, pay the following fees:
 - a) Development Control Fee \$3,000.00
 - b) Footway Crossing Deposit \$5,100.00 (see below)
13. Prior to the issue of any Construction Certificate, the applicant shall lodge a Builder's Damage Deposit and Performance Bond in the sum of **\$5,100.00** (GST Exempt) by way of cash deposit or unconditional bank guarantee to Council against possible damage to Council's asset during the course of the building works. The deposit will be refunded subject to inspection by Council 12 months after the completion of all works relating to the proposed development and Final Occupational Certificate has been issued.
14. Prior to the issue of any Construction Certificate, at the proposed point of construction site entry, photographic survey showing the existing conditions of Council's infrastructure shall be submitted to Council and Principal Certifying Authority.

The survey shall detail the physical conditions and identify any existing damages to the roads, kerbs, gutters, footpaths, driveways, street trees, street signs and any other Council assets fronting the property and extending to a distance of 20m from the development. Failure to do so may result in the applicant/developer being liable for any construction related damages to these assets. Any damage to Council's infrastructure during the course of this development shall be restored at the applicant's cost.
15. A Construction Management Program shall be submitted to, and approved in writing by the Private Certifying Authority prior to the issue of a Construction Certificate. The program shall detail:
 - a) The proposed method of access to and egress from the site for construction vehicles, including access routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or public reserves being allowed,
 - b) The proposed phases of construction works on the site and the expected duration of each construction phase,
 - c) The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken,
 - d) The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process,
 - e) The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site,
 - f) The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period,

- g) The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site,
- h) The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an Accredited Certifier (Structural Engineering), or equivalent,
 - i) Proposed protection for Council and adjoining properties, and
 - ii) The location and operation of any on site crane. Please note that a crane may require prior approval from Sydney Airports Corporation.

The location of any Construction Zone (if required) approved by Council's Traffic Committee, including a copy of that approval.

16. A detailed Traffic Management Plan for the pedestrian and traffic management of the site and Banks Avenue, Wentworth Avenue and Westfield Drive during construction shall be prepared and submitted to Council as the relevant road authority for approval. The plan shall:
 - a) Be prepared by a RMS accredited consultant,
 - b) Nominate a contact person who is to have authority without reference to other persons to comply with instructions issued by Council's Traffic Engineer or the Police, and
 - c) If required, implement a public information campaign to inform any road changes well in advance of each change. The campaign may be required to be approved by the Traffic Committee.

Note: Any temporary road closure shall be confined to weekends and off-peak hour times and is subject to Council's Traffic Engineer's approval. Prior to implementation of any road closure during construction, Council shall be advised of these changes and Traffic Control Plans shall be submitted to Council for approval. This Plan shall include times and dates of changes, measures, signage, road markings and any temporary traffic control measures.

17. Prior to the issue of the Construction Certificate, design certification, prepared by a suitably qualified engineer shall be submitted to Principal Certifying Authority certifying the car parking area shown on the construction plans has been designed in accordance with AS 2890.1, AS2890.2, and AS2890.6
18. Prior to the release of the Construction Certificate, a plan (written and/or diagrammatic) shall be submitted and approved by Council's Traffic Engineer, showing the method of access of building materials and plant to the property, and storage location on the property during construction and shall include all existing structures.
19. To ensure that utility authorities and Council are advised of any effects to their infrastructure by the development, the applicant shall:
 - a) Carry out a survey of all utility and Council services within the site including relevant information from utility authorities and excavation if necessary to determine the position and level of services.
 - b) Negotiate with the utility authorities (eg AusGrid, Sydney Water, Telecommunications Carriers and Council in connection with:
 - i) The additional load on the system; and
 - ii) The relocation and/or adjustment of the services affected by the construction.

Any costs in the relocation, adjustment, and provision of land or support of services as requested by the service authorities, beneficiaries and Council are to be the responsibility of the developer

20. Details on the mechanical plant and equipment to be submitted to the Principal Certifying Authority prior to the release of the Construction Certificate. The report must:
- a) identify each item of plant and equipment;
 - b) the following additional criteria adopted by Council:
 - i) The operation of all plant and equipment shall not give rise to an equivalent continuous (L_{Aeq}) sound pressure level at any point on any residential property greater than 5dB(A) above the existing background L_{A90} level (in the absence of the noise under consideration).
 - ii) The operation of all plant and equipment when assessed on any residential property shall not give rise to a sound pressure level that exceeds L_{Aeq} 50dB(A) day time and L_{Aeq} 40 dB(A) night time.
 - iii) The operation of all plant and equipment when assessed on any neighbouring commercial/industrial premises shall not give rise to a sound pressure level that exceeds L_{Aeq} 65dB(A) day time/night time.
 - iv) For assessment purposes, the above L_{Aeq} sound levels shall be assessed over a period of 10-15 minutes and adjusted in accordance with EPA guidelines for tonality, frequency weighting, impulsive characteristics, fluctuations and temporal content where necessary.

Note “sensitive” positions should be selected to reflect the typical use of a property (i.e. any outdoor areas for day and evening but closer to the façade at night time), unless other positions can be shown to be more relevant.

CONDITIONS TO BE SATISFIED DURING WORKS

21. If the work involved in the construction is:
- a) likely to cause pedestrians or vehicular traffic in a public place to be obstructed or rendered inconvenient; or,
 - b) involves the enclosure of a public place:
 - i) a hoarding or fence must be erected between the work site and the public place.
 - ii) If necessary an awning is to be erected sufficient to prevent any substance from or in connection with the work falling into the public place.
 - iii) The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to person(s) in the public place.
 - iv) Any such hoarding, fence or awning is to be removed when the work has been completed.
 - c) Suitable consent shall be obtained from Council prior to the erection of any hoarding at the property.
22. The land to which this Consent relates must be fenced and enclosed to protect the entry or access to the land and site by lawful persons. The fencing must be in place before demolition works commence.
23. During construction works, the applicant/builder is required to ensure the protection and preservation of all boundary fencing or boundary walls between the subject site and adjoining properties. Any damage caused as a result of such works will be at the full cost of the applicant/builder.

24. All vehicles transporting soil, sand or similar materials to or from the site shall cover their loads at all times.
25. Vibration levels induced by the demolition activities shall not exceed 3mm/sec peak particle velocity (ppv) when measured at the footing of any occupied building.
26. Noise from construction activities associated with the development shall comply with the NSW Environment Protection Authority's Interim Construction Noise Guideline and the *Protection of the Environment Operations Act 1997*.

a) Level Restrictions

Construction period of 4 weeks and under:

the L₁₀ sound pressure level measured over a period of not less than 15 minutes when the construction site is in operating must not exceed the background level by more than 20 dB(A).

Construction period greater than 4 weeks and not exceeding 26 weeks:

the L₁₀ sound pressure level measured over a period of not less than 15 minutes when the construction site is in operating must not exceed the background level by more than 10 dB(A).

b) Time Restrictions

Construction/demolition work shall be limited to the following hours:

Monday to Friday: 24 hours a day

Saturday: 24 hours a day

No Construction to take place on Sundays or Public Holidays.

c) Silencing

All possible steps should be taken to silence construction site equipment.

27. Toilet facilities are to be provided at or in the vicinity of the work site on which work involves:
 - a) demolition and construction of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site;
 - b) Each toilet provided:
 - i) must be standard flushing toilet; and,
 - ii) must be connected:
 - 1 to a public sewer; or
 - 2 if connection to a public sewer is not practicable to an accredited sewerage management facility approved by the Council; or,
 - 3 if connection to a public sewer or an accredited sewerage management facility is not practicable to some other sewerage management facility approved by the Council.
 - c) The provisions of toilet facilities in accordance with this condition must be in place before work commences.
28. The principal contractor or owner builder must install and maintain water pollution, erosion and sedimentation controls in accordance with:

- a) The Soil and Water Management Plan if required under this consent;
 - b) "Managing Urban Stormwater - Soils and Construction" (2004) ('The Blue Book'); and
 - c) Protection of the Environment Operations Act 1997.
29. The vehicular entry/exits to the site must be protected from erosion and laid with a surface material which will not wash into the street drainage system or watercourse.
30. All vehicles transporting soil, sand or similar materials to or from the site shall cover their loads at all times.
- 31.
- a) The applicant shall conduct all construction works and any related deliveries/activities wholly within the site. If any use of Council's road reserve is required, approval and permits shall be obtained from Council.
 - b) Construction operations such as brick cutting, washing tools or brushes and mixing mortar shall not be carried out on park/road reserve or in any other locations which could lead to the discharge of materials into the stormwater drainage system or onto Council's lands.
 - c) Hosing down or hosing/washing out of any truck (concrete truck), plant (eg concrete pumps) or equipment (eg wheelbarrows) on Council's road reserve or other property is strictly prohibited. Fines and cleaning costs will apply to any breach of this condition.
 - d) Pavement surfaces adjacent to the ingress and egress points are to be swept and kept clear of earth, mud and other materials at all times and in particular at the end of each working day or as directed by Council's Engineer.
32. During construction, care must be taken to protect Council's infrastructure, including street signs, footpath, kerb, gutter and drainage pits etc. Protecting measures shall be maintained in a state of good and safe condition throughout the course of construction. The area fronting the site and in the vicinity of the development shall also be made safe for pedestrian and vehicular traffic at all times. Any damage to Council's infrastructure (including damage caused by, but not limited to, delivery vehicles, waste collection, contractors, sub-contractors, concrete delivery vehicles) shall be fully repaired in accordance with Council's specification and AUS-SPEC at no cost to Council.
33. During construction and deliveries, access to the site shall be available in all weather conditions. The area shall be stabilised and protected from erosion to prevent any vehicles (including deliveries) tracking soil materials onto street drainage system/watercourse, Council's lands, public roads and road-related areas. Hosing down of vehicle tyres shall only be conducted in a suitable off-street area where wash waters do not enter the stormwater system or Council's land.
34. During construction, the applicant shall ensure that all works and measures have been implemented in accordance with approved Traffic Management Plan and Construction Management Plan at all times.

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

35. Prior to use and occupation of the building an Occupation Certificate must be obtained under Section 109C(1)(c) and 109M of the Environmental Planning and Assessment Act 1979.
36. Prior to the issue of Occupation Certificate the applicant is to enter into an agreement with Council to maintain four car parking spaces exclusively for staff use, the location, monetary arrangement and access to these spaces is to be confirmed at the execution of this agreement.
37. Prior to the issue of the Occupation Certificate car parking spaces are to be line marked in accordance with the plans in Condition 1.
38. Any damage not shown in the photographic survey submitted to Council before site works have commenced will be assumed to have been caused by the site works (unless evidence to prove otherwise). All damages as a result from site works shall be rectified at the applicant's expense to Council's satisfaction, prior to occupancy of the development and release of damage deposit.

CONDITIONS WHICH MUST BE SATISFIED DURING THE ONGOING USE OF THE DEVELOPMENT

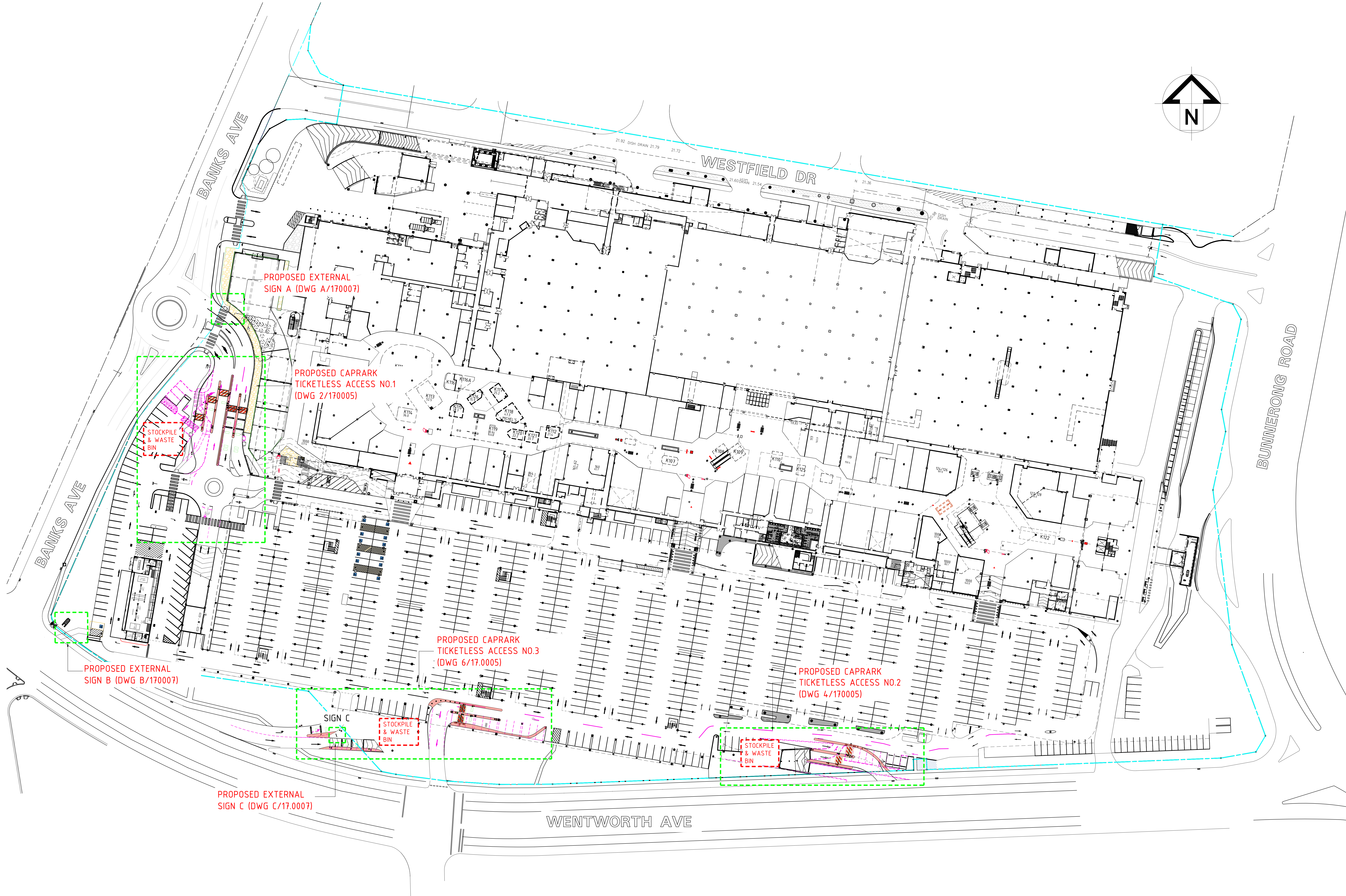
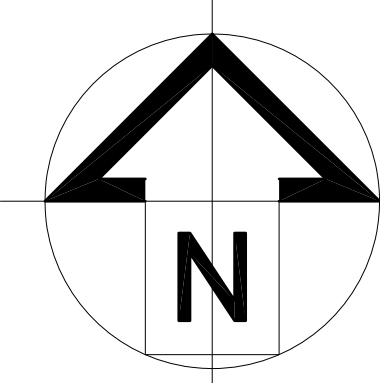
39. The Plan of Management as detailed in Condition 1 must be maintained at all times, a copy any future amendments to the Plan of Management must be provided to Council.
40. Council's footway (area between property boundary and street kerb) is to be kept clean, tidy, washed and maintained at the applicant's expense.
41. The operation of the premises shall be conducted in such a manner as not to interfere with or materially affect the amenity of the neighbourhood by reason of noise, vibration, odour, fumes, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, or otherwise.
42. The operation of all plant and equipment shall not give rise to an equivalent continuous (LAeq) sound pressure level at any point on any residential property greater than 5dB(A) above the existing background LA90 level (in the absence of the noise under consideration).

The operation of all plant and equipment when assessed on any residential property shall not give rise to a sound pressure level that exceeds LAeq 50dB(A) day time and LAeq 40 dB(A) night time.

The operation of all plant and equipment when assessed on any neighbouring commercial/industrial premises shall not give rise to a sound pressure level that exceeds LAeq 65dB(A) day time/night time.

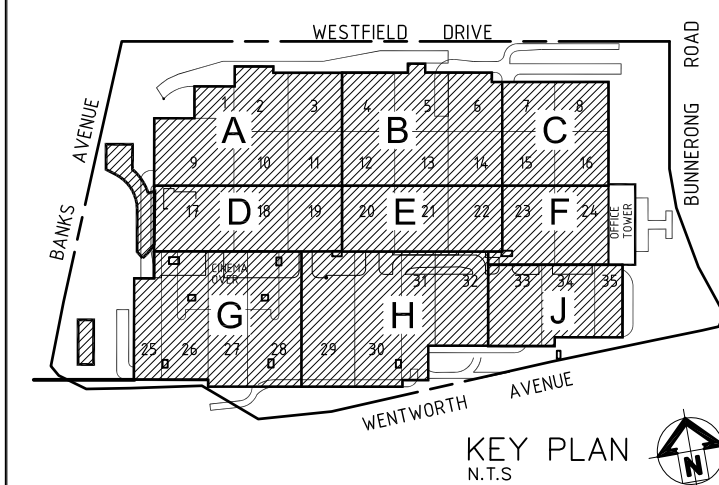
For assessment purposes, the above LAeq sound levels shall be assessed over a period of 10-15 minutes and adjusted in accordance with EPA guidelines for tonality, frequency weighting, impulsive characteristics, fluctuations and temporal content where necessary.

PROPERTY BOUNDARY LINE



B	23/06/2017	JG	ISSUE FOR DA
A	01/08/2016	JG	VT ISSUE FOR DA
Rev	Issue	By	Description

Key Plan



General Note
ALL DIMENSIONS TO BE CHECKED ON SITE. WESTFIELD DRAWINGS ONLY TO BE USED IN REFERENCE TO ALL OTHER
DRAWINGS. THE CLIENT, WESTFIELD, IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. THE CLIENT'S RESPONSIBILITY IS TO
OBTAIN ALL NECESSARY APPROVALS AND PERMITS. THE CLIENT'S RESPONSIBILITY IS TO OBTAIN ALL NECESSARY
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SCENTRE GROUP

Owner and Operator of Westfield in Australia and New Zealand

EASTGARDEN

Scentre Design and Construction Pty Limited
85 Castlereagh Street, Sydney NSW 2000
Phone (02) 8558 7000 Fax (02) 8558 8500
GPO Box 4004 Sydney NSW 2001
ACN 100 257 265

Title

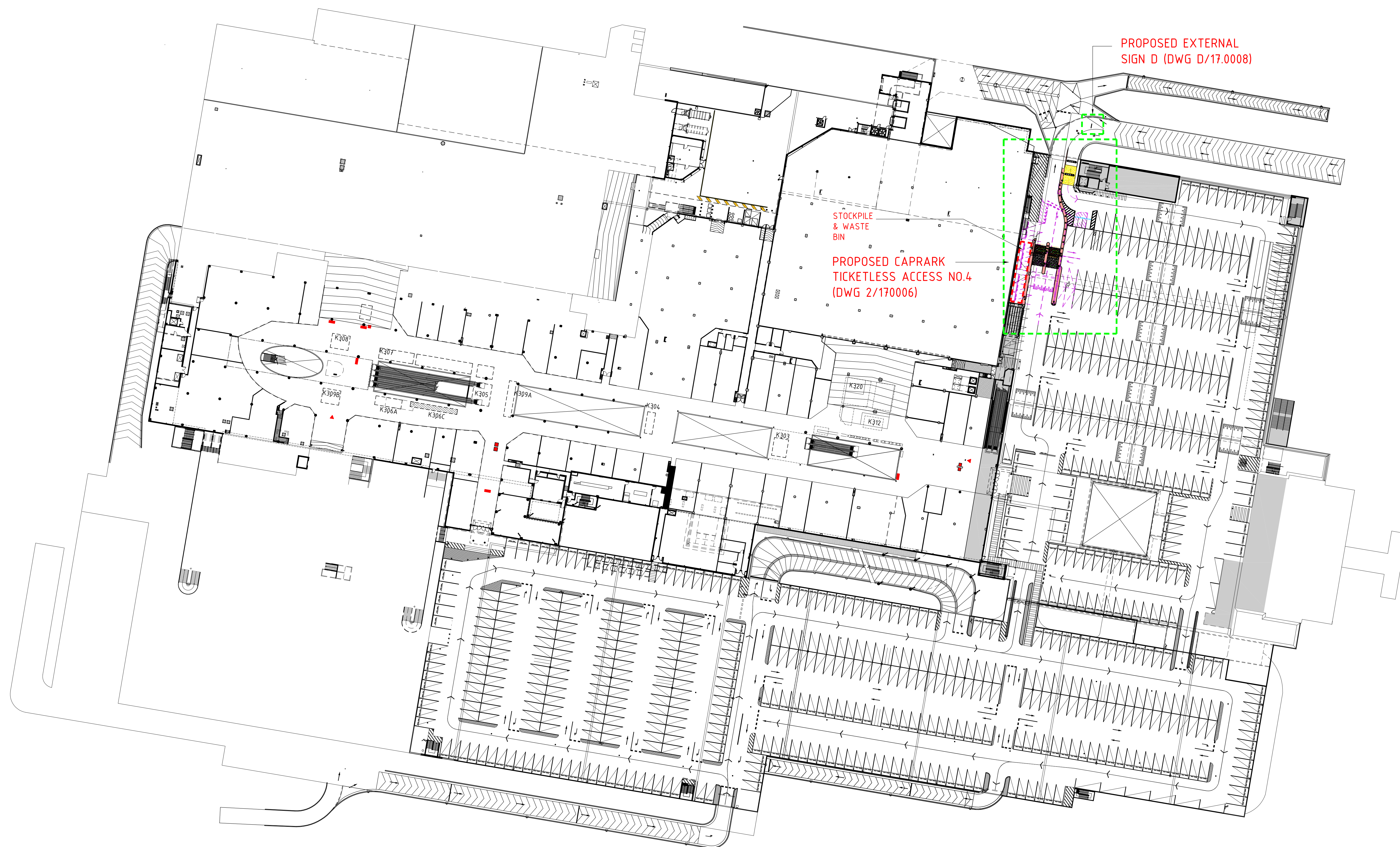
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SYSTEM LOCATION
PLAN GROUND LEVEL**

Drawing Scale	Scale Bar 1:1 @ A0	Scale Bar 1:1 @ A0
1:500	0 10 20 30 40 50	
6: A0		
Drawn By	CAD File Name	Plot Date
	170002.DWG	####

Project No.	Drawing No.	Revision
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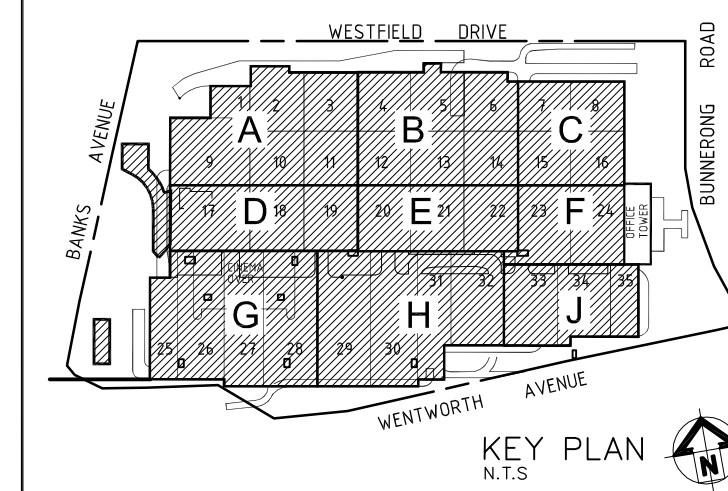
3418	17.0002	B
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DEVELOPMENT APPLICATION



A	01/08/2016	JG	VT	ISSUE FOR DA
Re	Out	Re	Ch	Description

Key Pls



General Note
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85 Castlereagh Street, Sydney NSW 2000
Phone (02) 9358 7000 Fax (02) 9028 8500
GPO Box 4004 Sydney NSW 2001
ACN 002 267 265

Time

**TICKETLESS ACCESS
SYSTEM LOCATION
PLAN LEVEL 2**

Drawing Scale
1:500

Scale Bar 1:1 @ A0

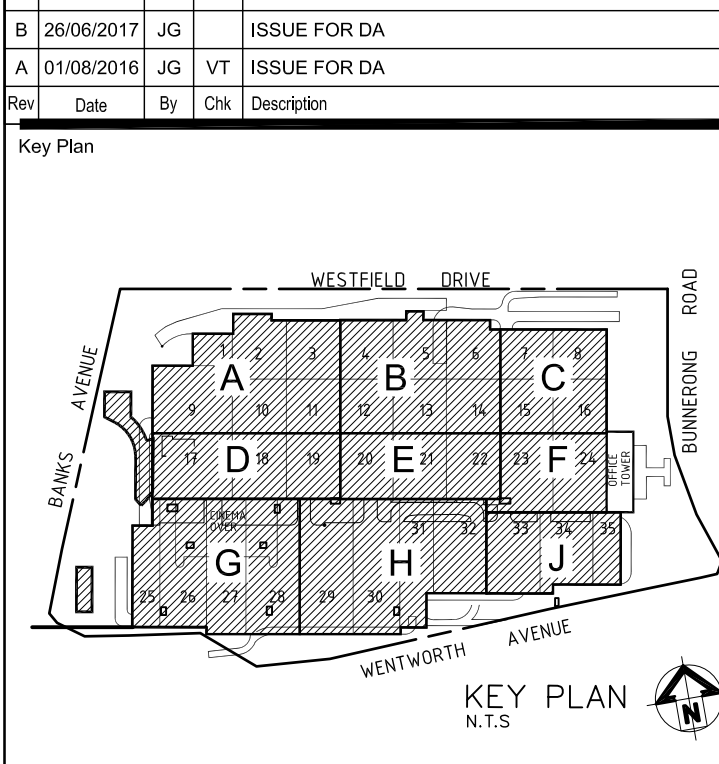
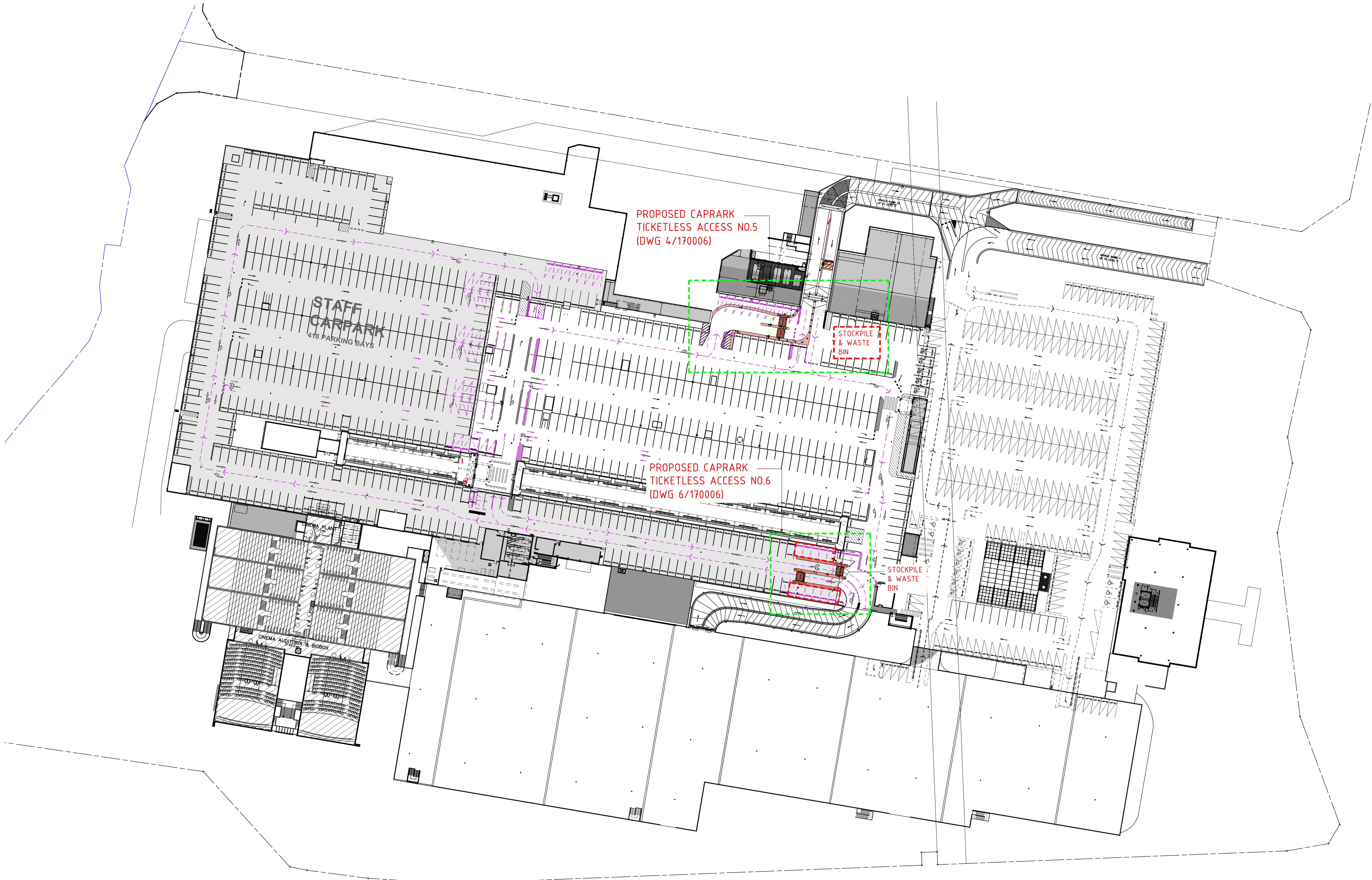
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Drawn By	CAD Filename	Plot Date
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Project No.	Drawing No.	Revision
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3418	17.0003	A
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DEVELOPMENT APPLICATION



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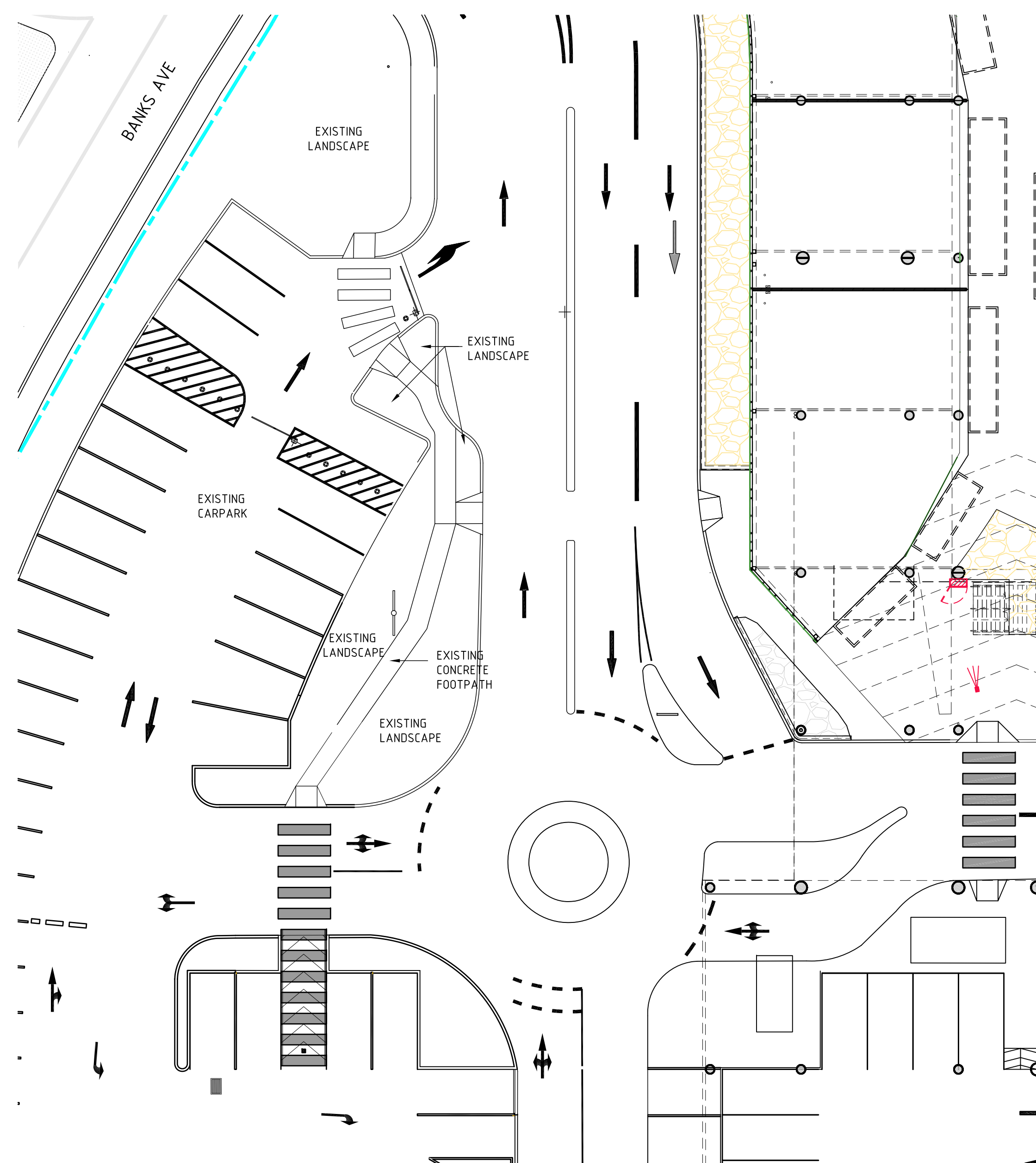
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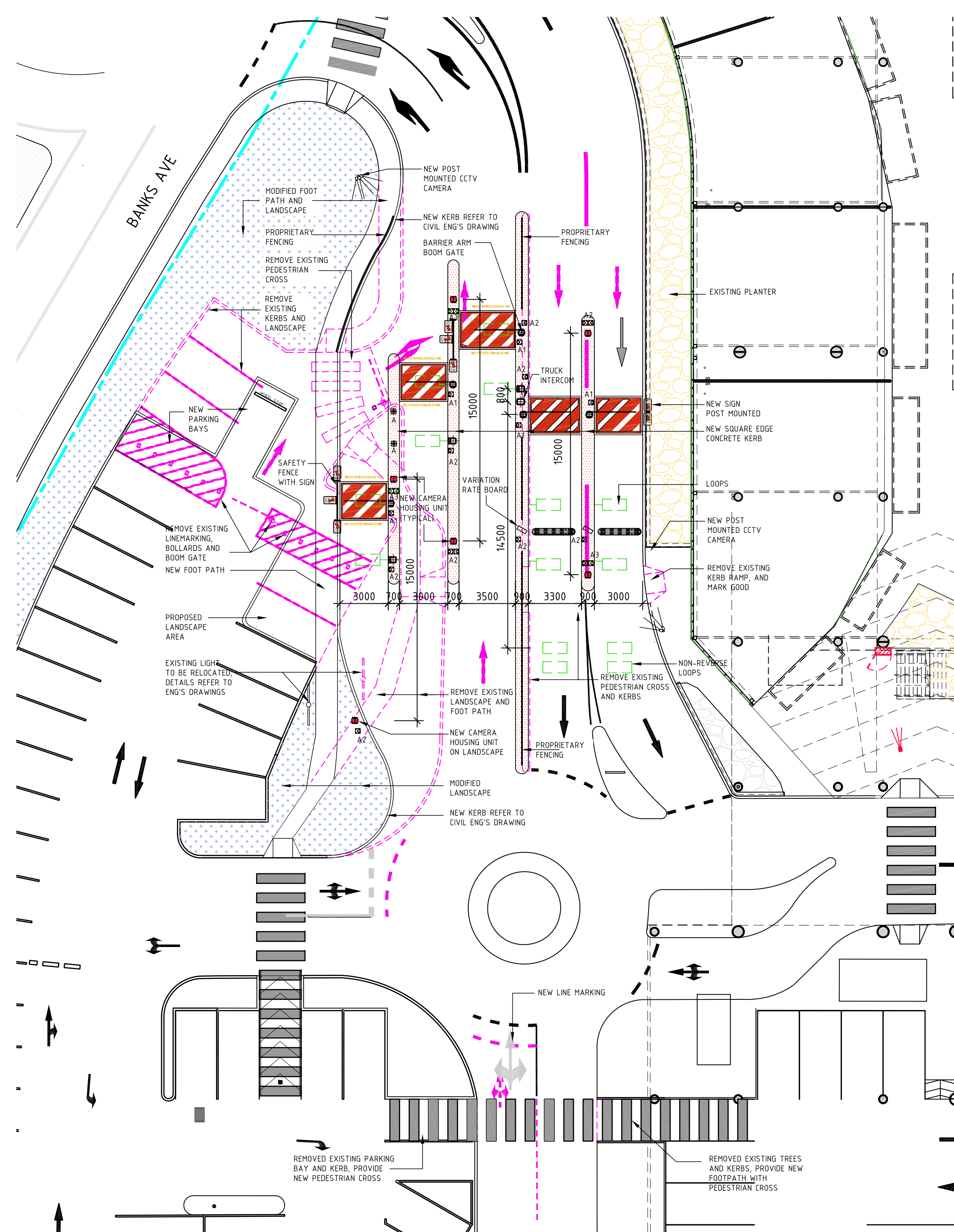
Scentre Design and Construction Pty Limited
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Phone (02) 9558 7000 Fax (02) 9558 8500
GPO Box 4004 Sydney NSW 2001
ACN 090 287 265

TICKETLESS ACCESS SYSTEM LOCATION PLAN LEVEL 3		
Drawing Scale 1:500 @ A2	Scale Bar 1:1 @ A2 0 20 40 60	Plot Date ####
Drawn By CAD File Name 170004.DWG	Project No. 3418	Revision B

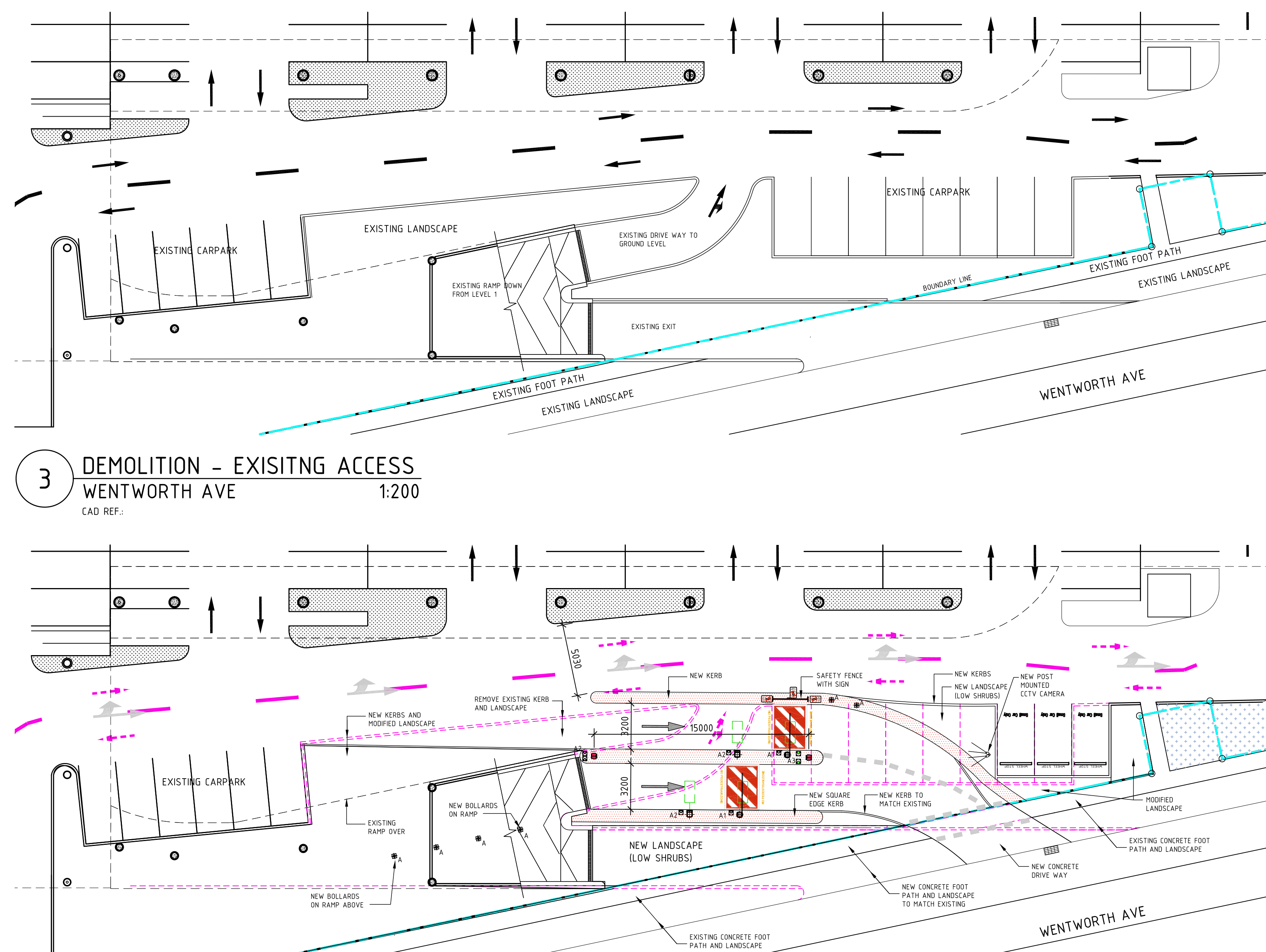
DEVELOPMENT APPLICATION



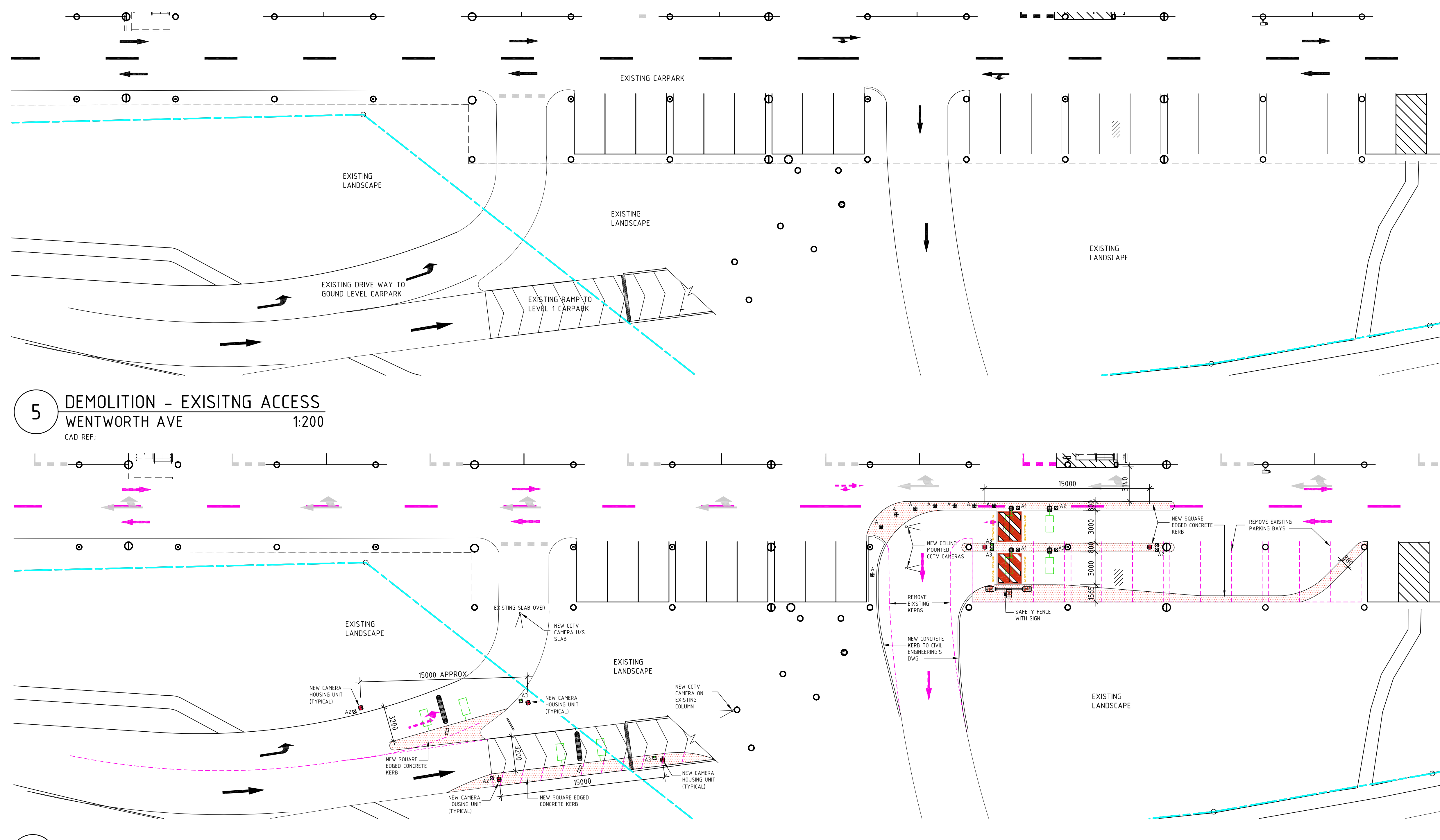
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BANKS AVE 1:200
CAD REF:



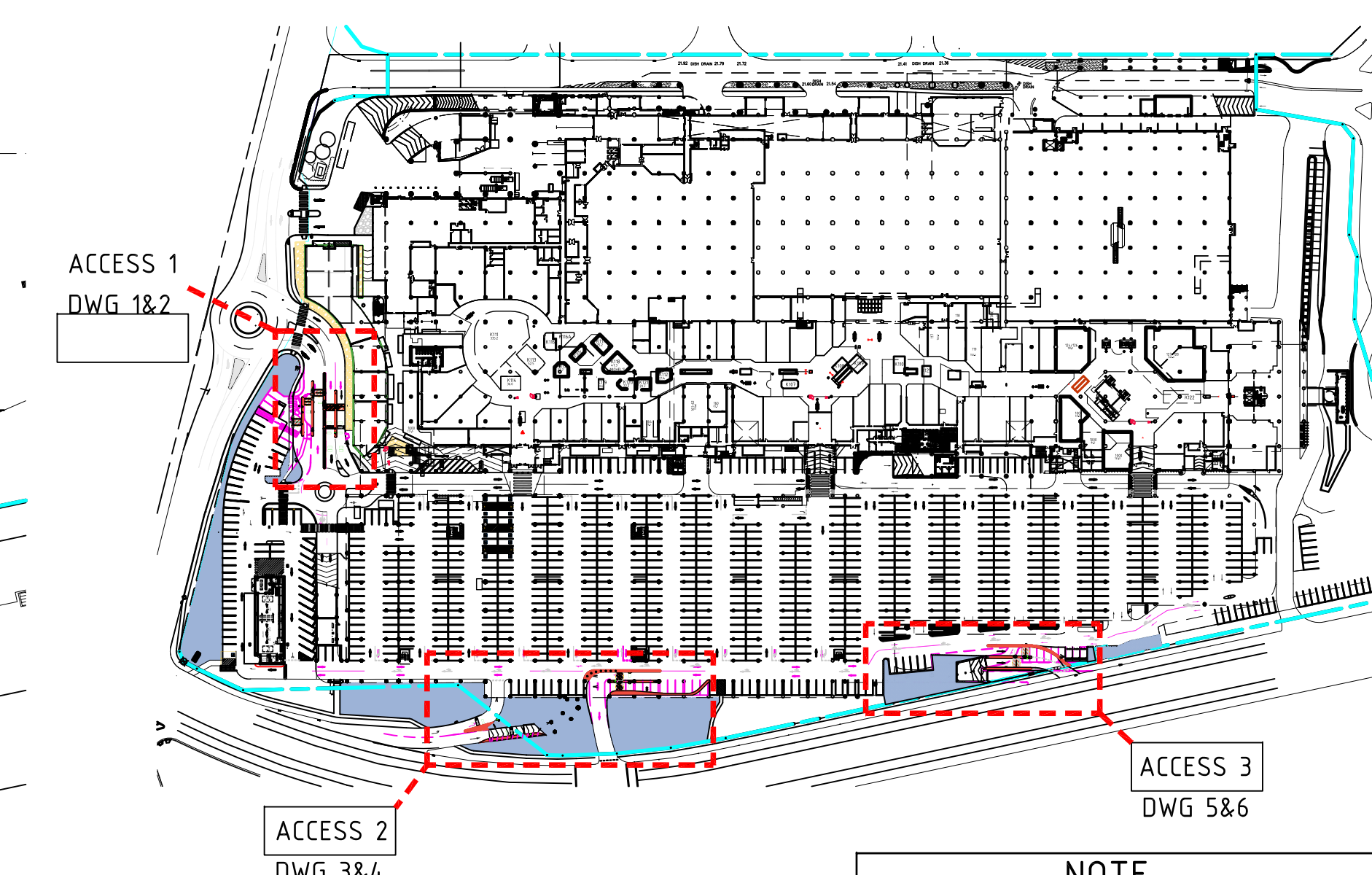
2 PROPOSED - TICKETLESS ACCESS NO.1
BANKS AVE 1:200
CAD REF:



4 PROPOSED - TICKETLESS ACCESS NO. 2
WENTWORTH AVE 1:200






















6 PROPOSED - TICKETLESS ACCESS NO.3
WENTWORTH AVE 1:200
CAD REF:



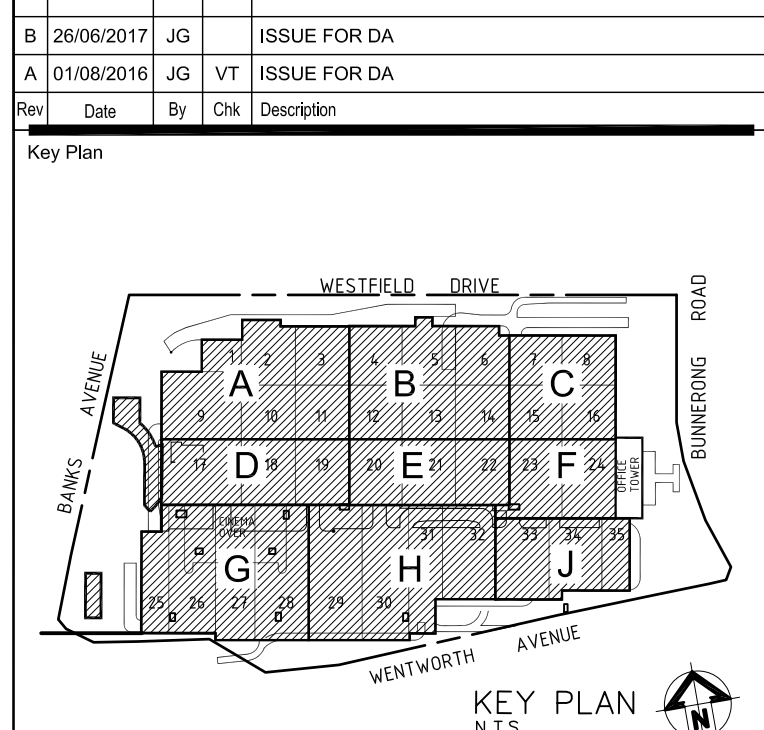
A KEP PLAN
1:2000
CAD REF.:

NOTE	
CIVIL WORK:	ALL CIVIL WORK SHOWN ON THESE DOCUMENTATION ARE INDICATIVE ONLY. REFER TO CIVIL ENGINEER'S DRAWING AND SPECIFICATION FOR DETAILS.
MAKE GOOD EXISTING SURFACE:	ALL EXISTING FLOOR SURFACE TO BE REPAIRED & MAKE GOOD AFTER DEMOLISHED JOB FOR NEW DRIVEWAY AND PARKING BAYS.
EQUIPMENT SETOUT:	EQUIPMENT TYPICAL SETOUT DIMENSIONS TO BE READ IN CONJUNCTION WITH DWG. 99127(08) FINAL SETOUT DETAILS BY CONTRACTOR
LINEMARKING SETOUT:	REFER TO SGD-173000 SERIES DRAWING FOR SETOUT OF ALL NEW LINEMARKING WORK.

LEGEND

	NEW VARIABLE RATES BOARD (VRB). PROVIDE POWER & DATA CONDUITS. REFER TO 99120(A) & MANUFACTURER SPECIFICATIONS FOR DETAILS.
	NEW CAMERA IN WATERSTOP FOR PROTECTION STEEL ENCLOSURE TOWER NEW CAMERA IN CEILING MOUNTED ENCLOSURE
	NEW BARRIER LOOP MOUNTED TO 99120(A) FOR DETAILS. MAXIMUM 200MS SCAUTIT TBC BY CONTRACTORS ON SITE
	NEW SPEED HUMP REFER DRAW NO 99120(A) FOR DETAILS
	EXISTING ARROW
	REMOVE ARROW
	NEW ARROW
	EXISTING BOOM GATE & BOLLARD TO REMAIN OR RELocate TO NEW POSITION
	EXISTING TICKET MACHINE TO BE REPLACED WITH NEW TYPE & BOLLARD TO REMAIN OR RELocate TO NEW POSITION
	REMOVE EXISTING LINE MARKING
	EXISTING LINE MARKING TO REMAIN NEW LINE MARKING TO MATCH EXISTING REFER DRAW NO 991201-B
	ALL BOLLARDS TO BE GALVANNEAL TYPE 'K' BOLLARD REFER TO DRAW 99120(F) FOR DETAILS AND 99120(A) FOR TYPICAL SETOUT DIMENSIONS.
	NEW FULL HEIGHT STEEL BOLLARD CAN BE REPLACED WITH EXISTING BOLLARDS.
	A2- NEW 1200MM HIGH OFFSET BOLLARD.
	A3- NEW 800-850MM HIGH OFFSET BOLLARD.
	NEW 450MM HIGH BOLLARDS FOR PROTECTION OF CAMERA HOUSING UNIT
	NEW FLEXIBLE KNOCK DOWN BOLLARDS WITH REFLECTIVE BANDS REFER TO 99120(F)-23 (2000MM HIGH)
	NEW SECONDARY CONCRETE TOPPING SLAB TO ALLOW FOR INSTALLATION OF NEW CAMERA/BOOM GATE LOOP/TRIGGER. REFER TO DRAW NO. FS-01, PPN GROUP
	NEW SQUARE EDGE CONCRETE KERB 150mm height, TO BE PAINTED IN YELLOW. INSTALL PINS TO TRIGGER AS PER DRAW NO FS-01, PPN GROUP

IMPORTANT NOTE:
FOR IMPACT BOLLARDS BOLTED DIRECTLY TO THE EXISTING CONCRETE SLAB AND CUTTING WORK FOR INSTALLATION OF NEW CAMERA/GATE LOOP/TRIGGER THE CONTRACTOR TO ALLOW TO SCAN SLAB TO CONFIRM LOCATIONS AND DEPTH OF EXISTING PT CABLES/REINFORCEMENT.
SCENTRE GROUP TO ALLOW FOR STRUCTURAL ENGINEERS CHECK SLAB REINFORCEMENT FOR EACH LOCATION.

[illegible]

General Note
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GPO Box 4004 Sydney NSW 2001
ACN 000 267 265

Title _____

**CARPARK TICKETLESS
SYSTEM - NO. 1; 2; 3
LEVEL G**

Drawing Scale: Scale Bar 1:1 @ A0

A.S

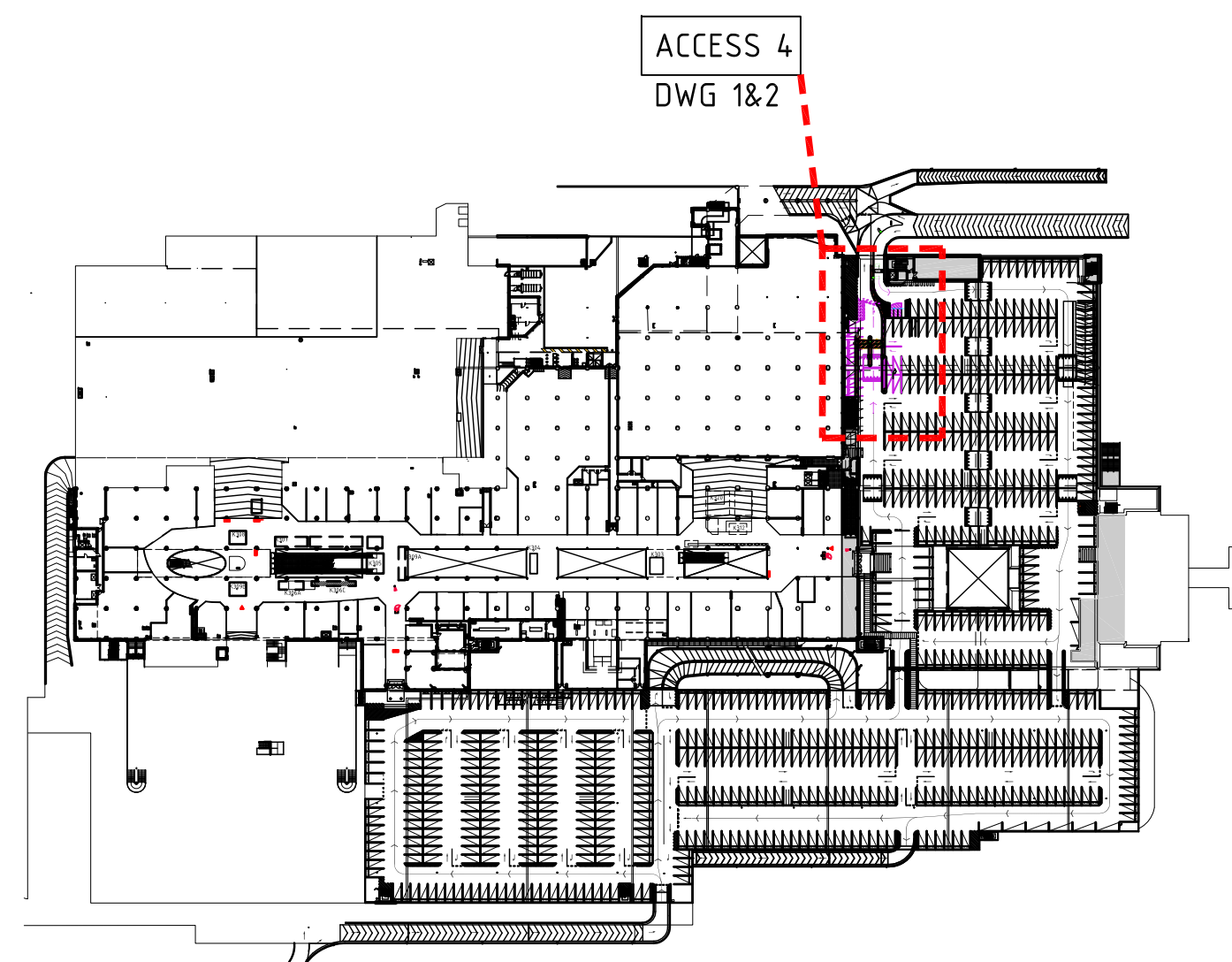
Drawn By	CAD Filename	Plot Date
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170005.DWG	####
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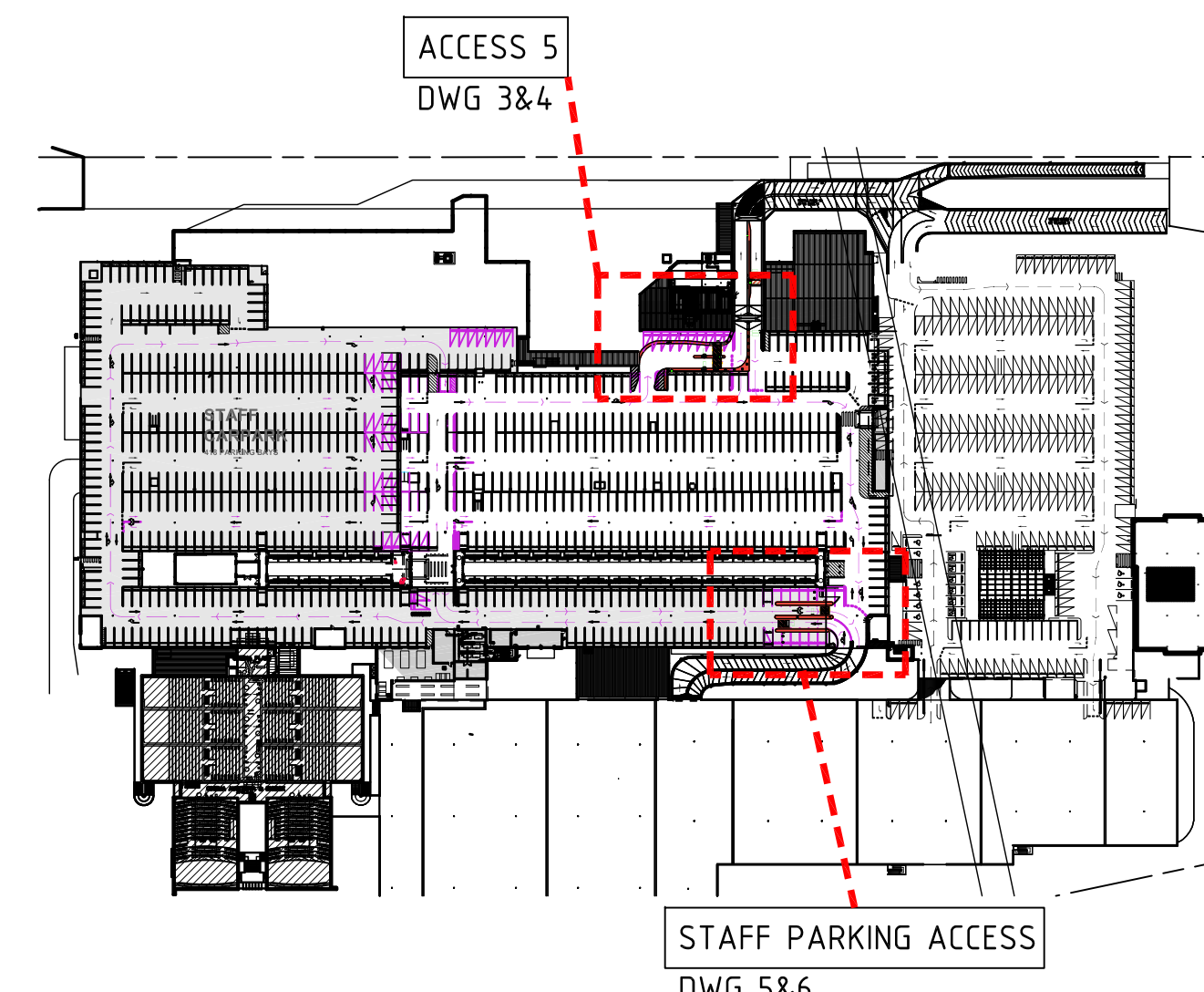
Project No.	Drawing No.	Revision
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17 0005

3418	17.0005	B
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A KEP PLAN - LEVEL 2
BUNNERONG RD 1:2000
CAD REF:



B KEP PLAN - LEVEL 3
BUNNERONG RD 1:2000
CAD REF:

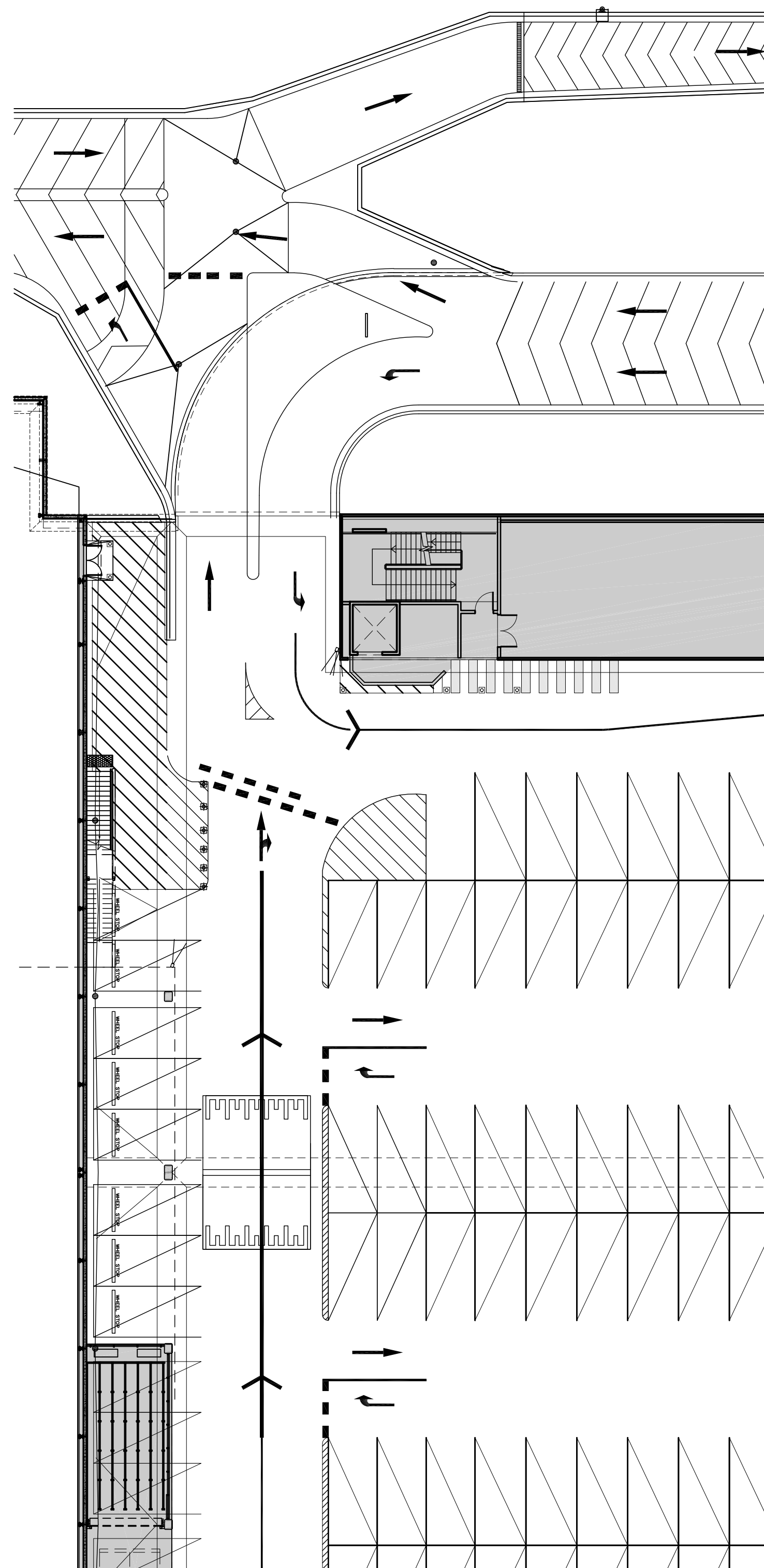
NOTE

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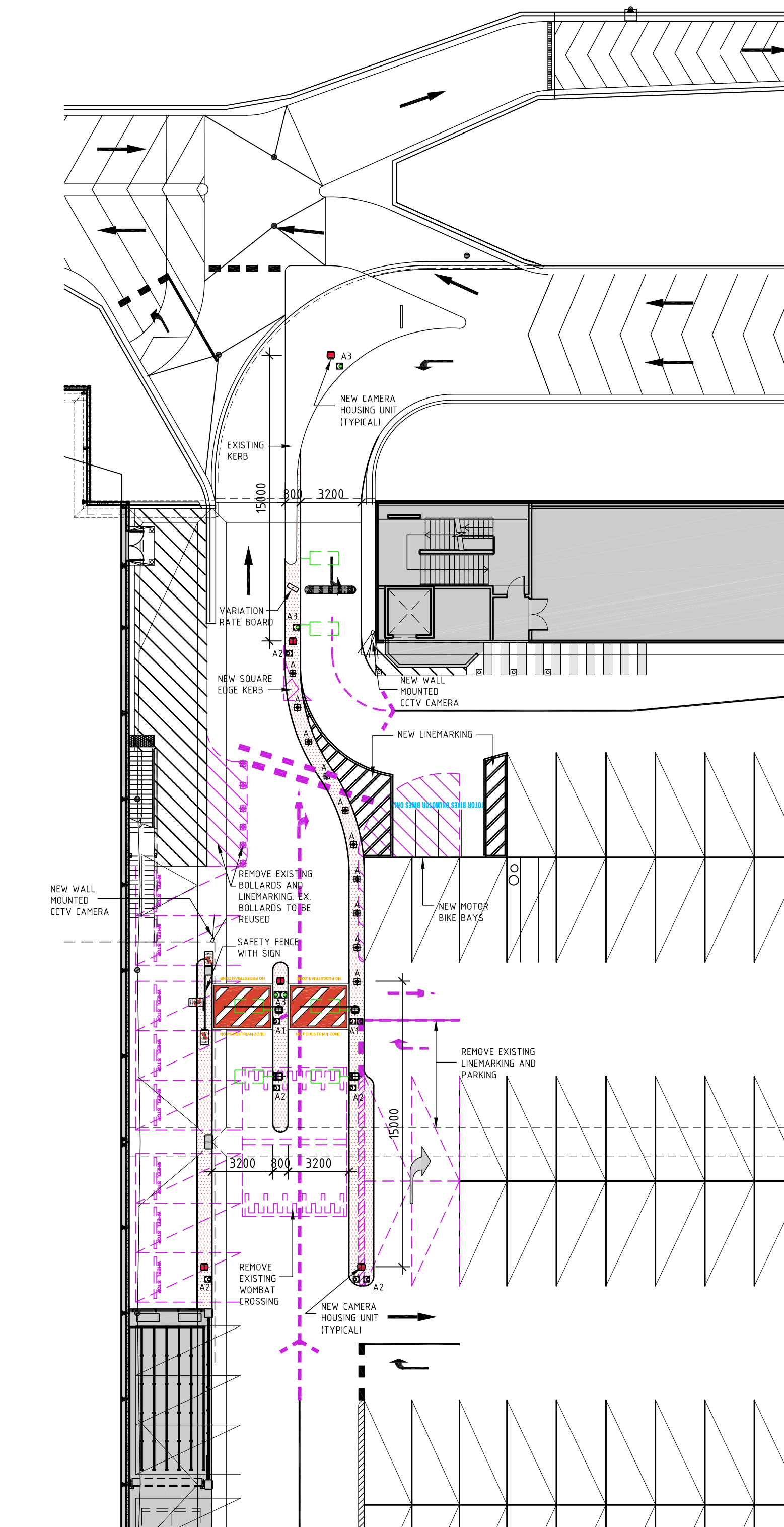
MAKE GOOD EXISTING SURFACE:
ALL EXISTING FLOOR SURFACE TO BE REPAIRED & MAKE GOOD AFTER DEMOLISHED JOB FOR NEW DRIVEWAY AND PARKING BAYS

EQUIPMENT SETOUT:
ALL EQUIPMENT TYPICAL SETOUT DIMENSIONS TO BE READ IN CONJUNCTION WITH DWG. 99122(B)
FINAL SETOUT DETAILS BY CONTRACTOR

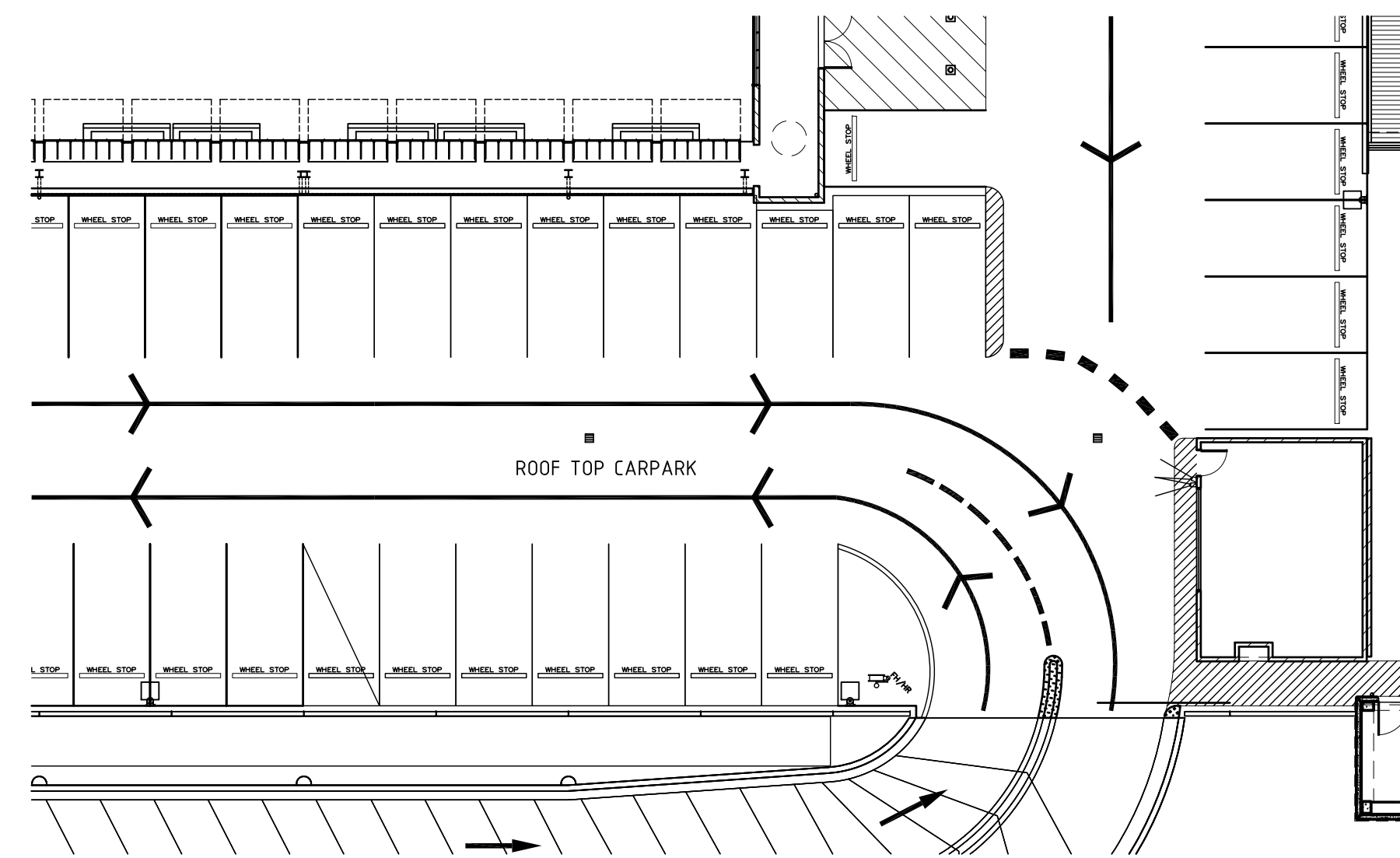
LINEMARKING SETOUT:
REFER TO SGD-173000 SERIES DRAWINGS FOR SETOUT OF ALL NEW LINEMARKING WORK.



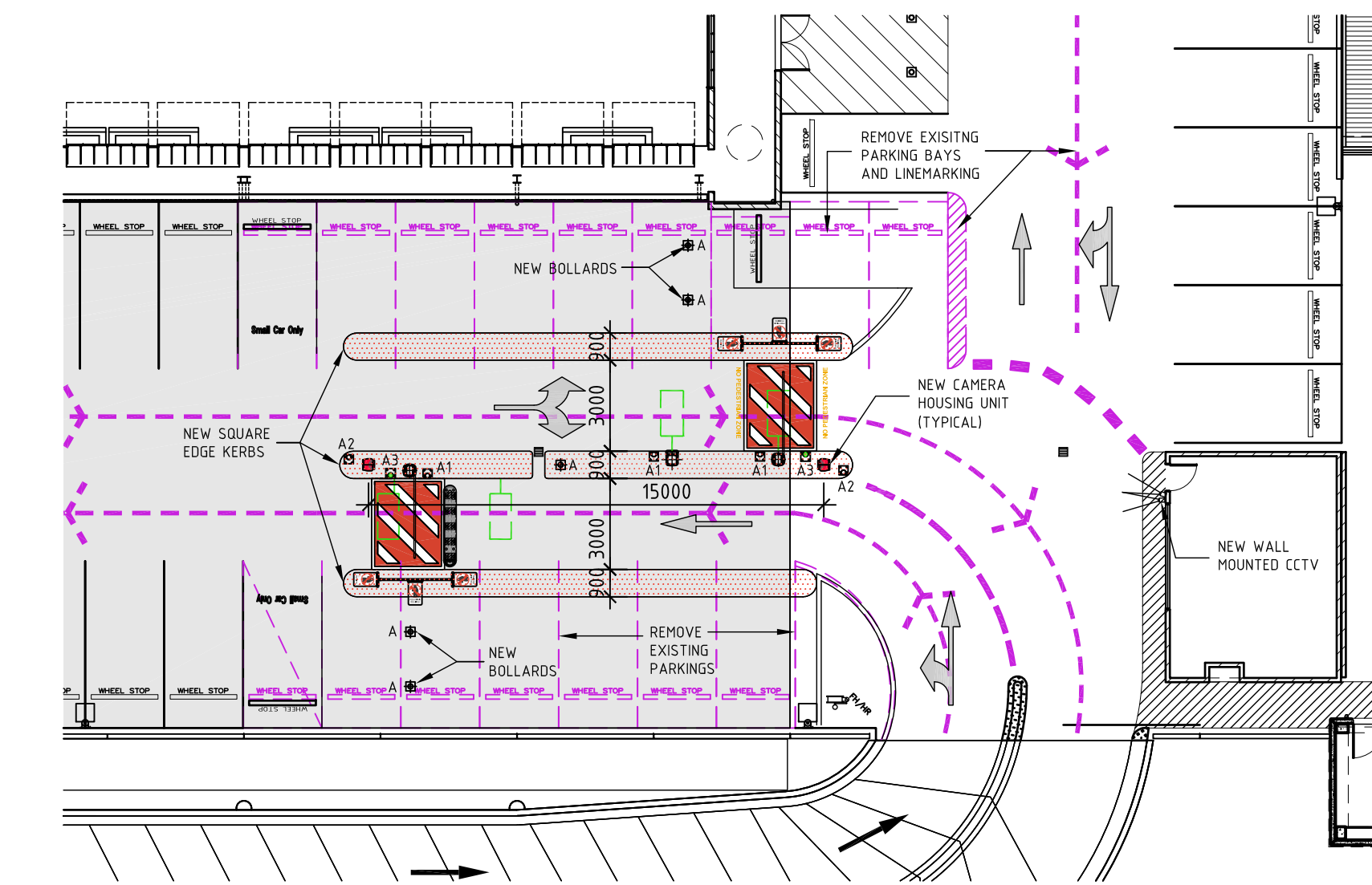
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BUNNERONG RD 1:200
CAD REF:



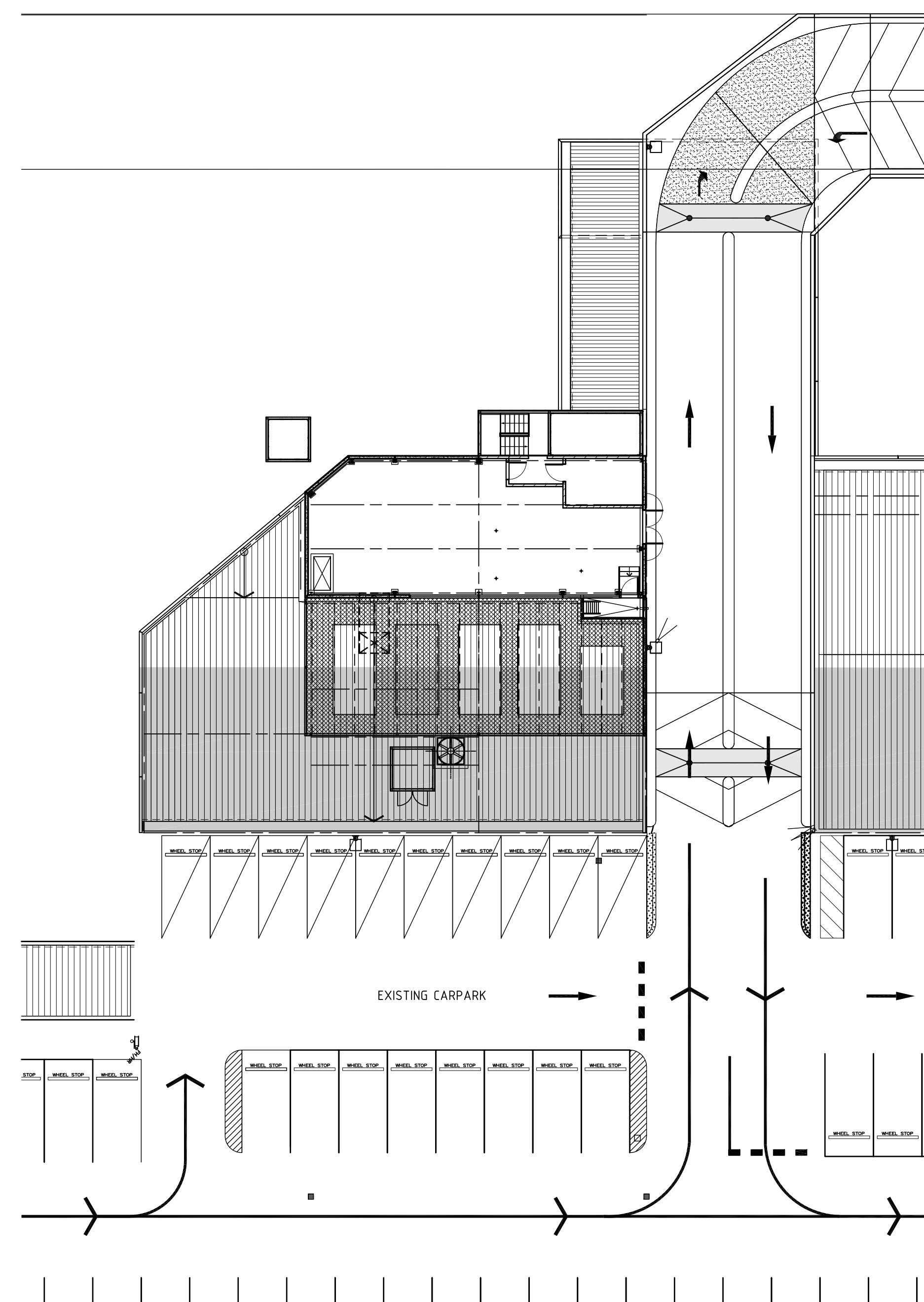
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BUNNERONG RD 1:200
CAD REF:



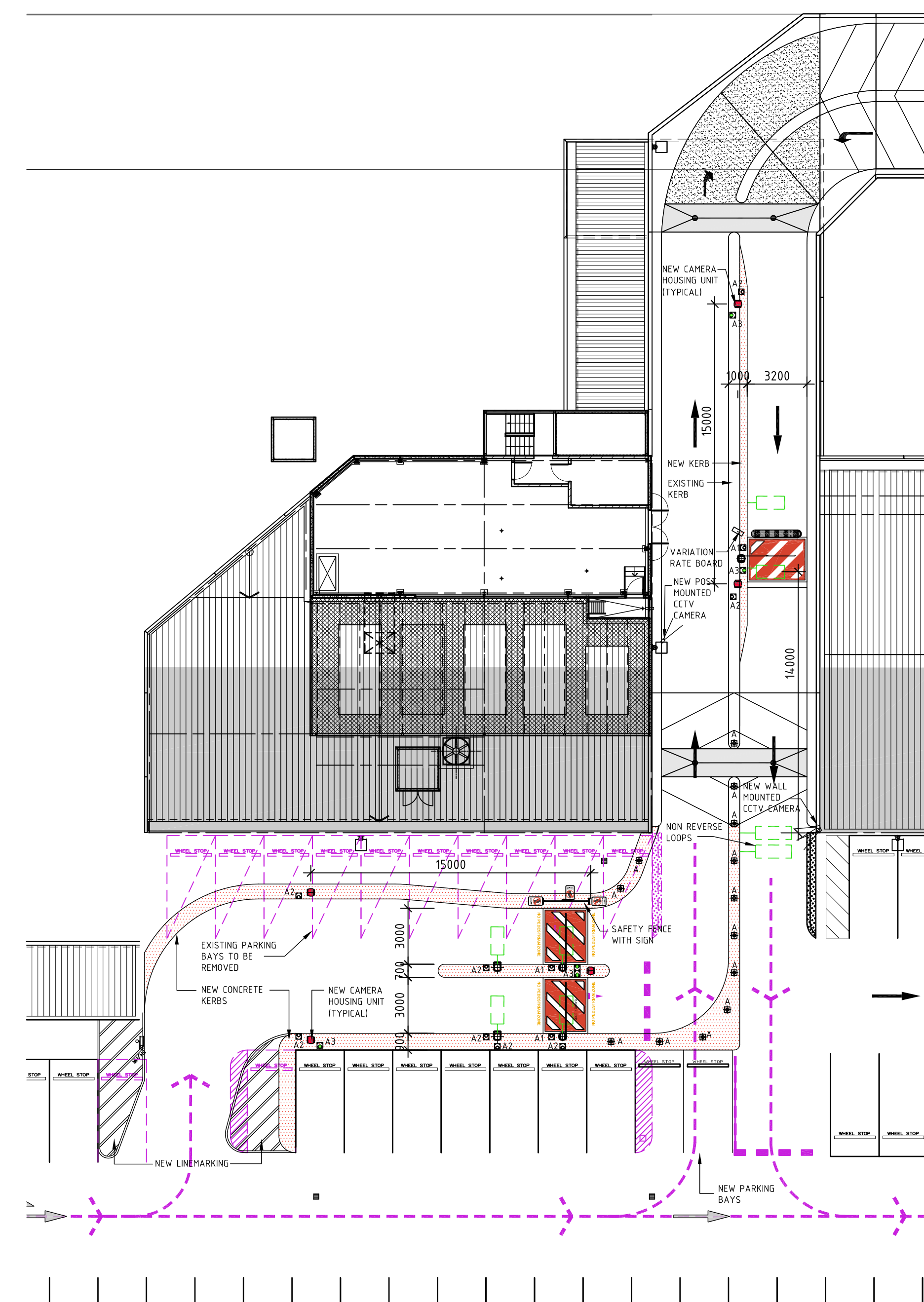
5 EXISTING PLAN - STAFF PARKING ACCESS
ROOF TOP 1:200
CAD REF:



6 PROPOSED - STAFF PARKING ACCESS
ROOF TOP 1:200
CAD REF:



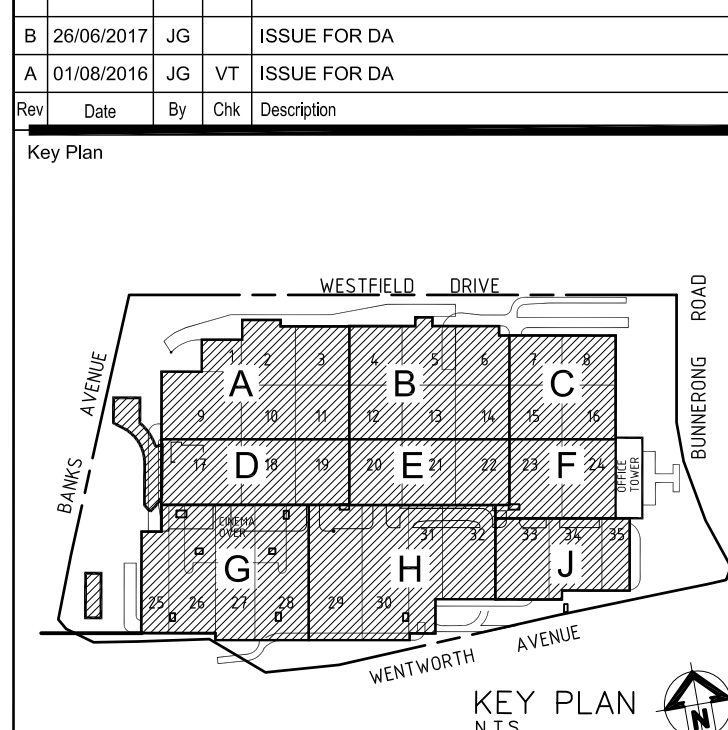
3 EXISTING PLAN - ACCESS NO. 5
BUNNERONG RD 1:200
CAD REF:



4 PROPOSED - TICKETLESS ACCESS NO. 5
BUNNERONG RD 1:200
CAD REF:

- LEGEND
- NEW VARIABLE RATES BOARD (VRB) PROVIDE POWER & DATA CONDUITS REFER TO 99122(A) & MANUFACTURER SPECIFICATIONS FOR DETAILS.
 - NEW CAMERA IN WATERPROOF PROTECTION STEEL ENCLOSURE TOWER NEW CAMERA IN CEILING MOUNTED ENCLOSURE
 - NEW BARRIER LOOP REFER TO 99122(A) FOR DETAILS. MAXIMUM 20MM SAWCUT TBC BY CONTRACTORS ON SITE.
 - NEW SPEED HUMP REFER DRW NO 99122(A) FOR DETAILS
 - EXISTING ARROW REMOVE ARROW NEW ARROW
 - EXISTING BOOM GATE & BOLLARD TO REMAIN OR RELOCATE TO NEW POSITION
 - EXISTING TICKET MACHINE TO BE REPLACED WITH NEW TYPE & BOLLARD TO REMAIN OR RELOCATE TO NEW POSITION
 - REMOVE EXISTING LINE MARKING
 - EXISTING LINE MARKING TO REMAIN NEW LINE MARKING TO MATCH EXISTING REFER DRW NO 99122(A) FOR DETAILS. SETOUT DIMENSIONS.
 - ALL BOLLARDS TO BE GALVANIZED TYPE 'M' BOLLARDS REFER TO DRW. 99122(B) FOR DETAILS & 99122(A) FOR TYPICAL SETOUT DIMENSIONS.
 - A NEW FULL HEIGHT STEEL BOLLARD, CAN BE REPLACED WITH EXISTING BOLLARDS
 - A1/A2 NEW 1200MM HIGH OFFSET BOLLARD
 - A3 NEW 800-850MM HIGH OFFSET BOLLARD
 - A5 NEW 450MM HIGH BOLLARD FOR PROTECTION OF CAMERA HOUSING UNIT NEW FLEXIBLE ANKOR DOWN BOLLARDS WITH REFLECTIVE BANDS. REFER TO 99122(F)-23 (P2 800MM HIGH)
 - NEW SECONDARY CONCRETE TOPPING SLAB TO ALLOW FOR INSTALLATION OF NEW CAMERA/BOOM GATE LOOP/TRIGGER. REFER TO DRW. NO. FS-01, MPN GROUP
 - NEW SQUARE EDGE CONCRETE KERB 150MM HEIGHT, TO BE PAINTED IN YELLOW. INSTALL PINS TO PERIMETER AS PER DRW. NO FS-01, MPN GROUP.

IMPORTANT NOTE:
FOR IMPACT BOLLARDS BOLTED DIRECTLY TO THE EXISTING CONCRETE SLAB AND CUTTING WORK FOR INSTALLATION OF NEW CAMERA/GATE LOOP/TRIGGER THE CONTRACTOR TO ALLOW TO SCAN SLAB TO CONFIRM LOCATIONS AND DEPTH OF EXISTING PT CABLES/REINFORCEMENT.
SCENTRE GROUP TO ALLOW FOR STRUCTURAL ENGINEERS CHECK SLAB REINFORCEMENT FOR EACH LOCATION.

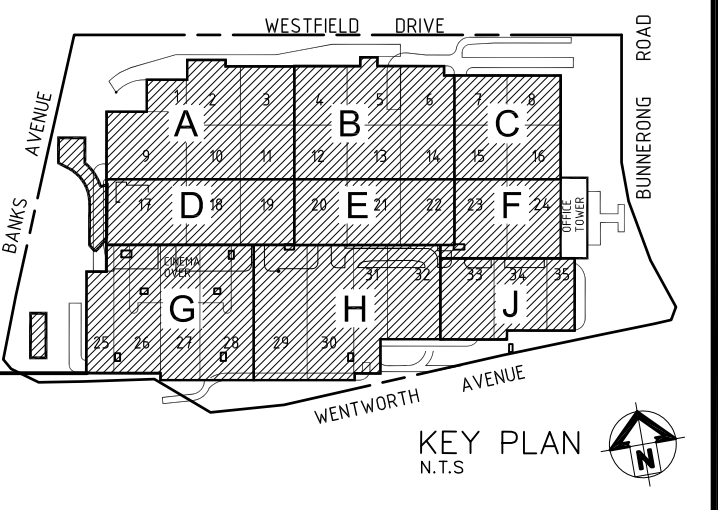
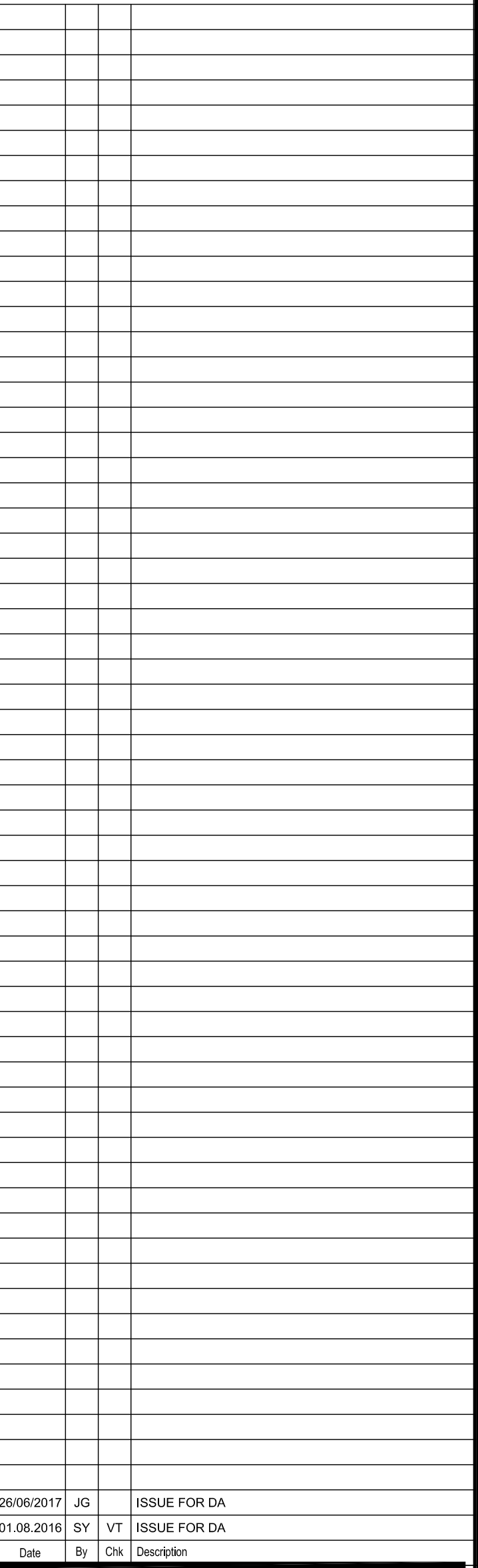


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EASTGARDENS
Scentre Design and Construction Pty Limited
85 Castlereagh Street, Sydney NSW 2000
Phone (02) 9558 7000 Fax (02) 9558 8500
GPO Box 4004 Sydney NSW 2001
ACN 090 287 265

Title
CARPARK TICKETLESS SYSTEM - NO. 4 LV 2 - NO. 5 LV 3
Drawing Scale
A5
Scale Bar 1:1 @ A5
Drawn By
CAD File Name
170006.DWG
Plot Date

Project No.
3418
Drawing No.
17.0006
Revision
B



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GPO Box 4004 Sydney NSW 2001
ACN 000 267 255

EXTERNAL PGS SIGNS LOCATIONS & DETAILS LEVEL GROUND

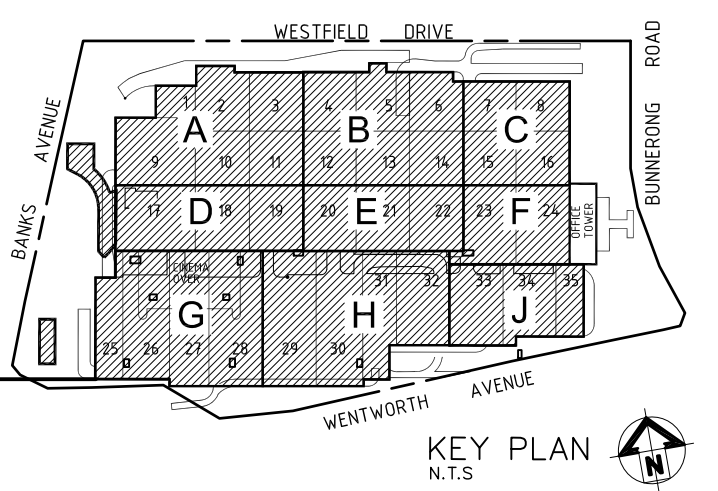
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Drawn By Simon Yoo	CAD Filename 170007.DWG	Plot Date 22/07/2016

Project No.	Drawing No.	Revision
3418	170007	B



B

PROPOSED 'D'



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ACN 002 267 255

EXTERNAL TOTEM SIGNS

LOCATION - LEVEL 2 &

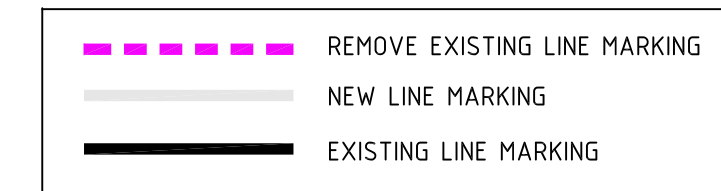
TYPICAL TOTEM DETAILS

Drawing Scale 1:500 AO	Scale Bar 1:1  AO	
Drawn By Simon Yoo	CAD Filename 170008.DWG	Plot Date 22/07/2016

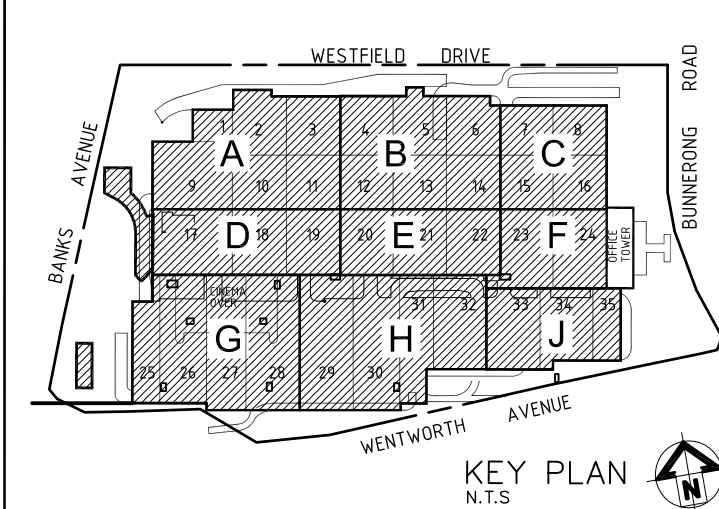
Project No.	Drawing No.	Revision
3418	170008	B

DEVELOPMENT APPLICATION

SUPPLY ELECTRICITY FOR TOTEM SIGN SYSTEM TO BE READ
IN CONJUNCTION WITH ELECTRIC ENGINEER'S DRAWINGS



PROPOSED STAFF
CARPARK
TICKETLESS ACCESS



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ACN 600 267 265

**STAFF CARPARK
LAYOUT**

Drawing Scale 1:250 A0	Scale Bar 1:1 A0 	
Drawn By	CAD Filename 170009.DWG	Plot Date ####

Project No.	Drawing No.	Revision
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3418	17.0009	A
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DEVELOPMENT APPLICATION



Revision table with columns for revision number, description, and date.

Key Plan showing the site location within a larger context, with labels for 'BANKS AVE', 'WESTFIELD DRIVE', 'BUNNERONG ROAD', and 'WENTWORTH AVENUE'.

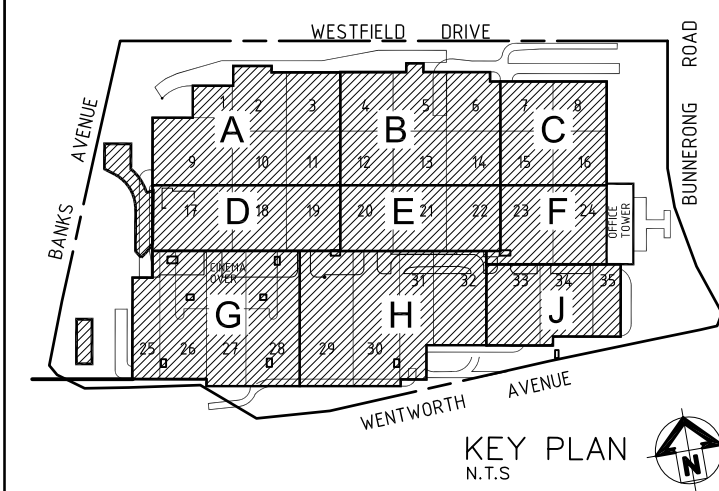
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ACN 090 287 265

DEVELOPMENT APPLICATION

TICKETLESS ACCESS SYSTEM NOTIFICATION PLAN GROUND LEVEL

Drawing Scale: 1:500
Scale Bar 1:1 @ A0
Drawn By: CAD File Name: 170010.DWG
Project No: 3418
Drawing No: 17.0010
Revision: B



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ACN 002 267 255

Life	
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**TICKETLESS ACCESS
SYSTEM NOTIFICATION
PLAN LEVEL 2**

Drawing Scale
1:500

Scale Bar 1:1 40 A0

0 10 20 30 40 50

Drawn By	CAO Filename	Plot Date
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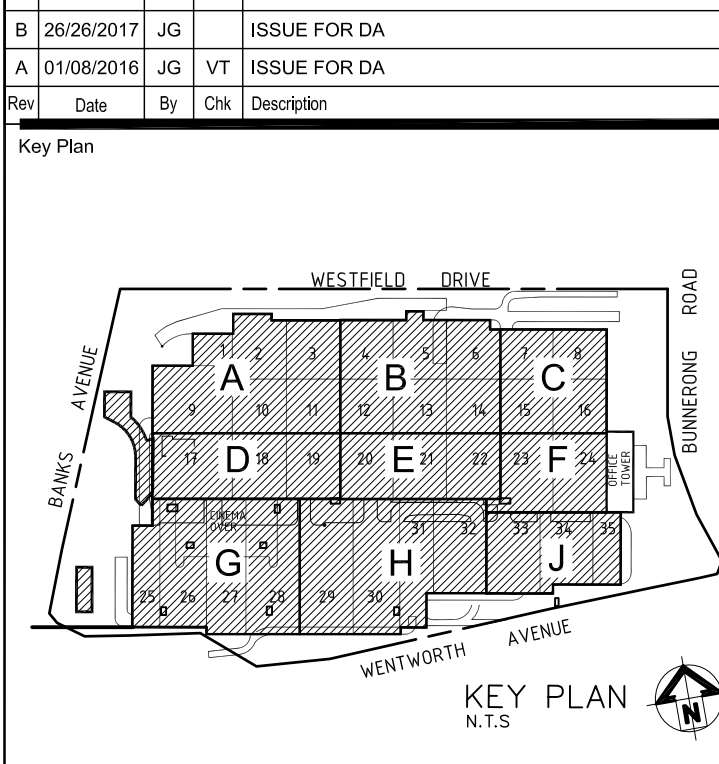
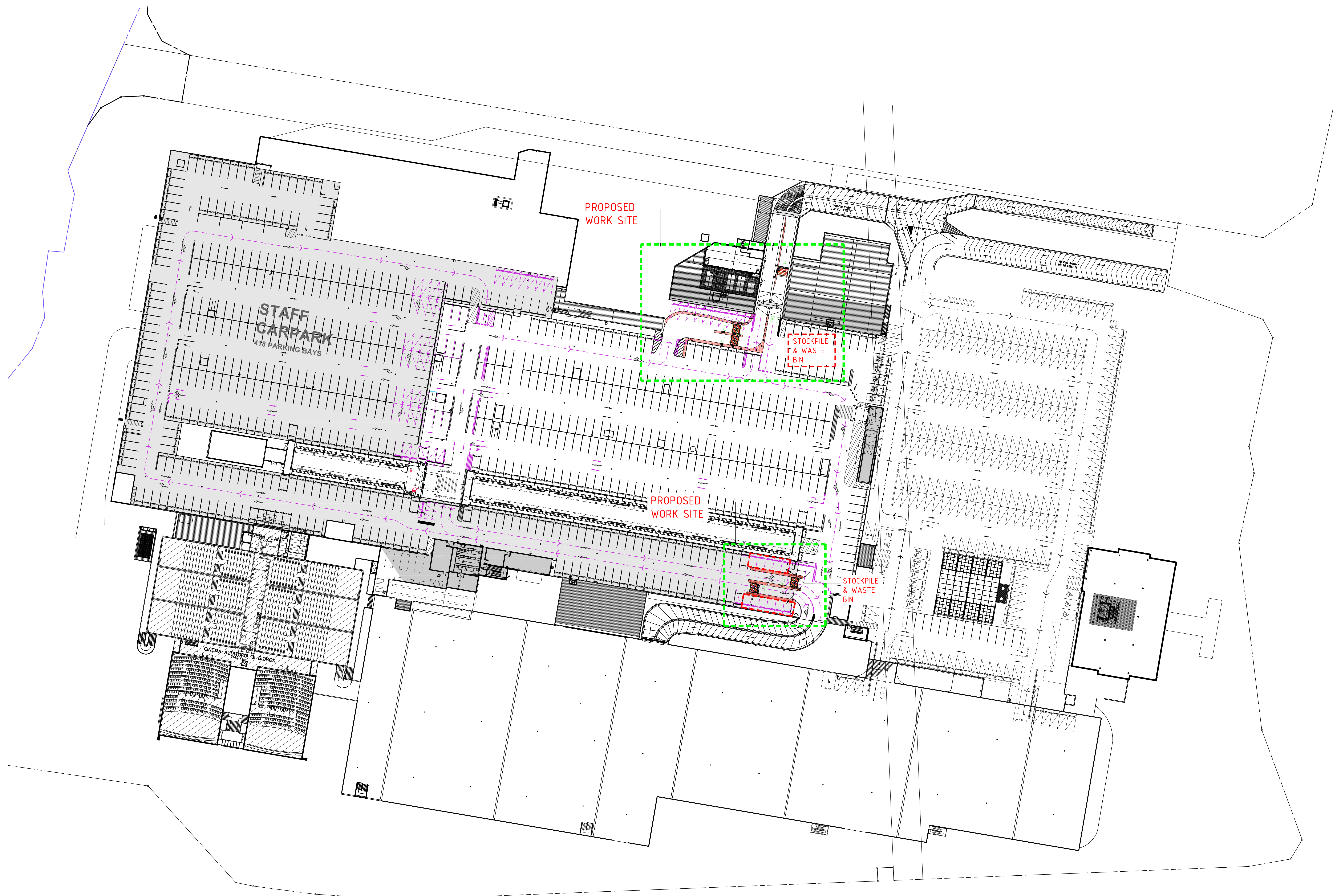
	170011.DWG	####
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Project No.	Drawing No.	Revision
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3418	17 0011	Λ
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DEVELOPMENT APPLICATION



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ALL DIMENSIONS TO BE CHECKED ON SITE. VERTICAL DIMENSIONS ONLY TO BE USED REFER TO ALL LEVELS.
DIMENSIONS TO CURBS, BUILDINGS, AND OTHER STRUCTURES SHOWN. DIMENSIONS TO CURBS, BUILDINGS, AND OTHER STRUCTURES SHOWN. DIMENSIONS TO CURBS, BUILDINGS, AND OTHER STRUCTURES SHOWN.

SCENTRE GROUP
Owner and Operator of **Westfield** in Australia and New Zealand

EASTGARDEN

Scentre Design and Construction Pty Limited
85 Castlereagh Street, Sydney NSW 2000
Phone (02) 9558 7000 Fax (02) 9558 8500
GPO Box 4004 Sydney NSW 2001
ACN 090 287 265

TICKETLESS ACCESS SYSTEM NOTIFICATION PLAN LEVEL 3		
Drawing Scale 1:500 @ A2	Scale Bar 1:1 @ A2 0 20 40 60	Plot Date ####
Drawn By CAD File Name 170012.DWG	Project No. 3418	Revision B

DEVELOPMENT APPLICATION



PLAN OF MANAGEMENT

SCENTRE GROUP

Owner and Operator of **Westfield** in Australia and New Zealand

Plan of Management for:	Westfield Eastgardens , controlled car parking
Prepared for:	Eastgardens Pty Limited
Prepared by:	Derek Cable – National Parking Operations Manager, Scentre Shopping Centre Management
Date:	June 2017

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1. Summary of the controlled parking system

The proposal is to introduce a Ticketless car park control system. The system will incorporate a number plate recognition system, which would be installed at each of the entry and exit points to the car park. The system would operate together with automated pay machines, positioned at common access points to the centre, to validate and pay for parking if required.

On arrival, customers will drive directly into the car park with the car park control system registering the number plate of the vehicle. There are no boom gates on entry to the car park.

On leaving the car park, if the customer has stayed less than the period of free parking, then they are not required to go to an automated pay machine.

The number plate recognition system will note that the customer has stayed within the free time period and open the boom gate for the customer to exit. If the customer has stayed longer than the period of free parking, then they have the choice of either pre-paying for parking at an automated pay machine prior to exiting the car park or completing the transaction at the exit to the car park, via the use of a credit/debit card.

The proposed car park control system will include 6 ticketless main entry control lanes and 11 ticketless main exit control lanes.

The introduction of the ticketless car park control system is designed to:

- improve access arrangements for customers, without the need for entry controls and parking tickets;
- ensure a turnover of shopper parking spaces;
- improve car park efficiency and internal circulation;
- improve parking utilisation;
- enhance security;
- discourage long-stay parking;
- Control staff/tenant parking.

2. Time Check

As customers do not receive a printed ticket on entry, the system provides them with their elapsed time in a number of ways.

- All entry points have a digital clock to confirm time of entry.
- At all automated pay machines located at major access points to the centre, you can enter your number plate and it will confirm your elapsed time.
- At all centre directories located in the centre thoroughfares you can enter your number plate and it will confirm your elapsed time.

3. Payment methods

If the customer's visit to the car park is within the free parking period provided, the customer can proceed directly to the exit gate. The parking system will recognise their licence plate number and the boom gate will automatically open.

If the customer's visit to the car park is over the free parking provided, they can head to one of the many automated pay machines, enter their licence plate number and pay the parking fee. All pay stations are equipped with cash payment methods and a compliant EMV credit card unit which allows customers to pay by inserting their credit card or by using tap as you go.

Alternatively, the customer can drive to the exit gate where the system will recognise their registration plate and request any outstanding payment. The customer can make the payment via the compliant EMV credit card unit through inserting their credit card or by using tap as you go.

Additionally, customers also have the option to register a credit card against their vehicle through our ticketless parking website for any parking fee to be automatically deducted from their credit card.

4. Turnaround & Re-Entry Management

The ticketless car park control system has a turnaround prevention system that discourages long stay parkers from exiting the car park and re-entering immediately as they could in a traditional ticketed parking environment. It does this by combining the parking time accumulated in both trips and bases the charge on that consolidated time.

To allow genuine customers to visit the centre multiple times in a day the system has a programmable re-entry time – that is the minimum time the vehicle must be out of the centre before it will re-start the allowed free parking time.

The re-entry time will be set at 30 minutes initially, but can be altered by the management to respond to localised operating conditions if required. This re-entry period is advised to customers through the terms of conditions, and on the website of the centre.

5. Hours of Operation

The ticketless car park control system will operate 24 hours a day, however it is intended for parking to be free for customers with entry after 6pm.

All exit and pay machine devices are equipped with intercom functionality that connects them to our centralised Operations Centre where trained customer service representatives will assist with their enquiry.

6. Security Measures

The Ticketless carpark control system provides CCTV surveillance monitoring system to all devices and can be used to document vehicle accidents, vandalism, adverse behaviour such as 'sneak throughs' and to assist police with any vehicles of interest.

Within the control system, there is a functionality to add problematic vehicles to a notification list which will alert the site team once this vehicle enters the property.

All device intercom points will connect to a live person 24 hours per day.

7. Retail Staff Parking

Retail staff/tenants will be accommodated within designated staff parking areas. These parking areas will be controlled by the number plate recognition system and a concessional fee structure to allow staff/tenants to access the staff parking areas within a designated time period from entering the main entry gates. The retail staff/tenant parking nested area will be controlled by boom gates.

Retail staff/tenants must register their details online to gain access to the designated area. Westfield staff can assist any retail staff/tenants who do not have access to the internet.

Retail staff/tenants must utilise the designated areas to be eligible for a concessionary rate.

8. Cinema Parking

Cinema patrons will receive an additional hour of parking on top of their free parking period upon validation using the cinema ticket at an automated pay machine prior to exiting the carpark.

Parking fees will apply once the extended free time has expired.

- STATEMENT OF ENVIRONMENTAL EFFECTS -
to accompany a development application for
installation of a carpark control system and external navigational signage at
WESTFIELD EASTGARDENS

Prepared for

SCENTRE GROUP

Owner and Operator of *Westfield* in Australia and New Zealand

By

INGHAM PLANNING PTY LTD
Suite 19, 303 Pacific Highway, Lindfield, 2070

Job No. 16154
June 2017

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STATEMENT OF ENVIRONMENTAL EFFECTS

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APPENDICES

Appendix A: Reduced Set of Drawings prepared by Scentre Group

Appendix B: Carpark Control Report by Colston Budd Rogers & Kafes

Appendix C: Plan of Management, Westfield Eastgardens controlled car parking, prepared
by Scentre Shopping Centre Management

1. INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared to accompany a development application for modifications to the approved carpark to provide a carpark control system at Westfield Eastgardens and external navigational signage. A reduced copy of the set of drawings of the proposed works for the carpark control system is provided in **Appendix A**.

The majority of works are changes within the approved carpark area with only the boom gates at the major exit points to the centre and the external navigational signage visible from external to the centre. There is no change to the bulk, scale or floor space of the approved shopping centre.

This report describes the subject property in terms of site characteristics, real property description and ownership details, site area and existing uses. It then discusses the surrounding locality in terms of how the site fits into the metropolitan context and its relationship with other development in a local context.

Pre-DA consultation

The applicant attended a pre-DA consultation with Bayside Council on 21 February 2017. Feedback was received from this meeting which concluded the application was capable of being supported. As a result of this meeting the following has been added to this application:

- A Plan of Management, provided at **Appendix C**
- Clarification of the number of existing car spaces at the centre, detailed in **Appendix B**
- Justification of the number of car spaces at the completion of the works, detailed in **Appendix B**.

2. THE SITE

2.1 Physical Description

As illustrated in **Figure 1 – Location**, the subject property is a large parcel of land located on the northern side of Wentworth Avenue and extending between Banks Avenue and Bunnerong Road, Eastgardens.

Westfield Eastgardens shopping centre was officially opened in October 1987 and extended and refurbished in 2001. The existing shopping centre is anchored by Myer, Big W, Coles, Kmart, Target, Woolworths and over 250 specialty stores.

The area of the proposed works on site is located at the entries and exits to the car park and within the car park generally. The external navigational signage is located at the perimeter of the centre at key decision points for customers arriving from the surrounding road network.

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The site is currently well served by public transport. It has a well-established and efficient bus transit interchange on site that supports the commercial and retail development as well as the growing local residential population.

Westfield Eastgardens has a strong community profile and is a fully enclosed, multi-level modern shopping centre servicing a market that includes Sydney's eastern suburbs. This major regional shopping centre features a unique architectural style and excellent parking facilities for over 3,197 cars and easy ingress and egress onto the main arterial roads of Bunnerong Road and Wentworth Avenue. In addition, the centre has an excellent existing bus interchange facility on site that operates throughout the day.

2.2 Title Description & Ownership

The legal property description of the subject property includes the land comprising Lot 1 DP 1058663 and known as Westfield Eastgardens Shopping Centre, 152 Bunnerong Road Eastgardens.

The Registered Proprietor of the site is Eastgardens Pty Ltd, a company of the Terrace Tower Group.

2.3 Site Area

The subject property has a frontage to Wentworth Avenue of approximately 385 metres and a frontage to Banks Avenue of approximately 195 metres (see **Figure 2 – The Site**).

The site is an irregular shaped parcel of land and has a total site area of 9.29 ha.

3. SURROUNDING LOCALITY

Westfield Eastgardens is located centrally within the south eastern region of Sydney between Sydney Airport at Mascot and coastal areas of South Coogee, Maroubra and Malabar. (refer **Figure 1 - Location**).

Westfield Eastgardens has generally good access from most south eastern suburbs of Sydney with immediate access to the main arterial roads of Wentworth Avenue and Bunnerong Road.

There are a variety of land uses surrounding Westfield Eastgardens. Immediately adjoining to the north of the site is the former BATA industrial estate, which is under construction by Meriton as the new Pagewood Green residential development. It is expected that Pagewood Green will provide approximately 3,800 apartment dwellings on completion.

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To the west is the southern area of the Bonnie Doon Golf Course and on the southern side of Wentworth Avenue is the Botany Athletic Centre and residential development to the east of Denison Street.

4. PROPOSED DEVELOPMENT

4.1 Overview

This application seeks consent for alterations to the approved Westfield Eastgardens carpark to provide a comprehensive ticketless carpark control system and external navigational signage. The main objectives of the car park control system is to ensure a turnover of shopper parking spaces, enhance security, discourage all day commuter parking and provide a designated area for retail staff parking which maximises convenient parking spaces for shoppers within the centre. The control system will assist the various users of the car park, including shoppers, tenants and staff.

The ticketless system will incorporate an automatic number plate recognition system, which would be installed at each of the entries and exits to the car park. The system would operate together with automatic pay machines situated strategically about the centre to validate and pay for parking, prior to customers returning to their vehicle and exiting the car park.

The car park control system will be linked to a central operations centre, with full functionality to manage the car park access points remotely and with the aid of CCTV.

External traffic guidance signs will be located within the boundaries of the shopping centre, on approach to the car park areas and access to the various car park entries. These signs will include a mix of static and dynamic information boards indicating the location of the car park area and the availability of parking bays within the various parking zones. The signs will be linked to the parking guidance system to provide a real-time update on available parking spaces within different parts of the car park, assisting shoppers in their parking decision.

The carpark control system will require alterations to the existing carpark layout and additional carpark signage to provide the appropriate parking and safe circulation of vehicles throughout the Westfield carpark.

It is intended that the controlled parking system will be complemented by an internal parking guidance system (PGS). The PGS does not require development consent, and therefore is not detailed in this SEE. The staging of the PGS installation may occur as a separate stage to the installation of the ticketless control system, as the owner manages their asset re-investment program.

The introduction of the car park control system will result in the loss of some 48 car parking spaces as a result of the introduction of car park control equipment, modifications and internal circulation and queuing areas. The proposed changes to

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the existing car park and vehicular access is discussed in greater detail in the Traffic Report at **Appendix B**.

The system will operate together with automatic pay machines situated strategically about the centre to allow customers to validate and pre-pay for parking. An offsite carpark control centre will respond to customer queries and to monitor/manage the overall operation of the car park.

The controlled parking system will discourage long stay parking within the car park, thereby improving the availability of parking for customers. The provision of a specific retail staff parking area for 418 cars on the roof level will also allow appropriate management of these spaces. Staff will receive concessional parking rates.

In addition to the pay machines, customers will be able to pay at the gate, or pre-register a credit card linked to their number plate for automatic payment.

4.2 Development Consent

Specifically development consent is sought for the changes to the existing carpark as detailed on drawings prepared by Scentre Design and Construction and submitted with the development application. The plans illustrating the works required for the installation of the carpark control system include alterations to the existing carpark layout, installation of boom gates and automatic pay machines. Consent is also sought for related external navigational signage. A reduced copy of the plans is attached as **Appendix A**.

Details of the carpark control system for which development consent is sought are provided in the report titled "Introduction of Car Park Control System" prepared by Colston Budd Rogers & Kafes Pty Ltd and attached as **Appendix B**. Car park access control locations, staff parking and swept path analysis is provided in this report.

It is common for car parking control system to have a minimum 2 or 3 hour parking period free of cost. Charges apply on a sliding scale after the initial free period. Whilst a similar arrangement is envisaged here, the fee structure is ultimately at the discretion of the owner and cannot be lawfully prescribed by a condition of consent.

As noted above any consent granted should reflect the need to undertake the works in stages. The following indicative stages are sought:

Stage 1: Installation of the car park control system, including alterations to the existing carpark layout, installation of boom gates and automated pay machines.

Stage 2: Installation of external navigational signage.

Consent is also sought to undertake construction outside of normal business hours (up to 24 hours) for particular activities around entrances and exits that would create traffic, parking and safety issues for workers and shoppers if performed during standard operational hours.

5. ZONING

5. ZONING AND DEVELOPMENT CONTROLS

5.1 Zoning

Pursuant to the provisions of Botany Local Environmental Plan 2013 (Botany LEP 2013) the subject property is zoned B3 Commercial Core (see **Figure 3 – Zoning**). The land use table for the zone states as follows:

Zone B3 Commercial Core

1 Objectives of zone

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.

2 Permitted without consent

Nil

3 Permitted with consent

Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Any other development not specified in item 2 or 4

4 Prohibited

Advertising structures; Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or

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distribution centres; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies supplies

5.2 Botany Development Control Plan 2013

The Botany Development Control Plan 2013 was adopted by Council on 11 December 2013 and came into effect on 17 December 2013. The Comprehensive DCP replaces all the previous DCPs and policies that apply to land that the Botany LEP 2013 applies to. The development controls within the Botany DCP 2013 provide more detailed objectives and controls for all types of development to support those contained in the Botany LEP 2013.

The DCP provides controls for various types of development, identifies business centres and employment zones and identifies specific areas known as character precincts with desired future character statements.

The car parking provisions of Botany DCP aims to ensure the provision of adequate off-street parking for the users of all activity and/or development within the Botany LGA. It also aims to ensure that vehicular traffic movements into and out of developments and circulation within those developments are carried out in a safe and efficient manner.

6. CONSIDERATION UNDER SECTION 79C OF THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

In determining the subject development application, Council is required to consider those relevant matters listed in Section 79C of the Environmental Planning and Assessment Act, 1979. The matters referred to in Section 79C(1) of the Environmental Planning and Assessment Act, 1979 are:

- Environmental planning instruments
- Draft environmental planning instruments
- Development control plans
- Any matter prescribed by the regulations
- The likely impacts of that development, including environmental impacts on both the natural and built environments, and the social and economic impacts in the locality
- The suitability of the site for the development
- Submissions made in accordance with this Act or the regulations
- The public interest

The proposed modifications to the existing carpark within the Westfield Eastgardens shopping centre have been assessed in regard to the relevant environmental planning matters under Section 79(c) of the Environmental Planning and Assessment

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Act 1979 (as amended). The only issues that arise relate to parking, traffic and noise. These matters are discussed below.

Traffic and parking

Westfield Eastgardens currently serves a regional function and has clearly been a primary business centre of the Botany (now Bayside) LGA and the eastern suburbs of Sydney for around 30 years. The proposed installation of a carpark control system is consistent with major retail centres throughout metropolitan NSW and is considered appropriate given the scale and regional role of Westfield Eastgardens.

The installation of carpark control systems in major retail shopping centres is evident throughout metropolitan NSW. They have been accepted as being consistent with the principles of integrating land use and transport under Metropolitan Planning Strategies.

The Sydney Metropolitan Planning Strategy focuses on integrating land use and transport and encourages development in centres that are well served by public transport. Particular emphasis is placed on shifting travel to more sustainable transport modes, including walking and cycling and improving public transport services and patronage to improve accessibility and reduce car dependency and traffic congestion.

Transport Action D3.2 of the 2005 Sydney Metro Strategy seeks to develop and implement a metropolitan-wide parking policy to encourage use of public transport to centres and ensure a consistent approach across centres. Initiatives envisaged in Action D3.2 include introduction of measures in sub-regional planning policies to address both parking supply and pricing issues.

The parking supply management principles of the 2005 Metro Strategy are carried forward into the subsequently released revised Metro Strategy Sydney 2036, within Strategic Direction C of the Strategy.

This Strategy continues to advocate integrating land use and transport, managing traffic congestion, reducing car travel and associated emissions, encouraging use of public transport, walking and cycling and the preparation of a Metropolitan Parking Strategy.

The relevant local environmental planning instrument (Botany LEP 2013) reinforces this principle with an objective of the B3 Commercial Core zoning being:

- *To maximise public transport patronage and encourage walking and cycling.*

Parking is a necessary component of a modern transportation system that supports private vehicle use. But, it is no longer considered either feasible or desirable to cater for unlimited traffic growth in centres. Therefore managing the amount and type of

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parking is an important means of influencing overall levels of traffic demand, and helps to balance the different reasons for car trips.

Council traditionally applies time limits to manage available demand, with short-term parking within the core of centres and unrestricted all-day parking further away. Some other councils, particularly in inner city area, also use pay parking to manage the demand.

As discussed in the report provided by Colston Budd Rogers & Kafes Pty Ltd (para 1.2):

The car park control system will be a ticketless system which will enhance security, improve car park efficiency and ensure the turnover of shopper parking spaces. In association with the car park control system, a car park guidance system is also proposed, but may follow as a later stage. The car park guidance system can improve access to available car parking spaces, reducing traffic circulation, delays and queues within the car park.

Staff/tenant parking will be accommodated on site within a designated staff parking areas on the roof level car park. The staff/tenant parking nested area will be controlled through license plate recognition technology, with staff pre-registering in order to receive a concessional staff parking rate. This mechanism provides the incentive to move retailers away from the most convenient customer parking.

The proposed modifications do not significantly change existing approved access arrangements to the shopping centre. Access arrangements are addressed in Section 2.10-2.13 of the CBR&K report (see **Appendix B**).

As outlined previously in the SEE, the paid parking rates following the free period for Westfield Eastgardens are yet to be determined, however any rates will be commensurate with similar parking operations in other metropolitan shopping centres.

Overall the proposal will result in the loss of 54 spaces. However as discussed in **Appendix B**, there is presently an overprovision of parking based on RMS parking rates for large shopping centres (surplus of 151 spaces). The loss of 54 spaces can be accommodated within the surplus of 151 spaces.

As detailed in Section 2.40 of the CBR&K report (**Appendix B**), parking conditions at Westfield Eastgardens will be greatly improved due to;

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- ❑ improvements in the efficiency of operation of the various parking areas as a result of the introduction of the car park control system;
- ❑ reduction in long stay (commuter) parking, resulting in an increase in available parking spaces;
- ❑ better control of staff/tenant parking;
- ❑ improved customer parking availability in close proximity to the main pedestrian access points to the centre;
- ❑ enhance security;
- ❑ improvements in car park efficiency and internal circulation;
- ❑ reduced traffic delays and internal travel times;
- ❑ improved distribution of traffic to the various access controls within the car park.

Signage

The proposed signage is subject to State Environmental Planning Policy No 64—Advertising and Signage. The signs are directional only and not advertising and therefore not subject to Part 3 of this SEPP. In accordance with the requirements of Clause 8 of the SEPP the proposed signs meet the objectives of the policy as they are:

- compatible with the desired amenity and visual character of an area, and
- provide effective communication in suitable locations, and
- of high quality design and finish.

Further the signs are consistent with the relevant assessment criteria as follows:

1 Character of the area

- Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? **Yes**
- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? **There is no particular theme but the signs are consistent with shopping centre signage**

2 Special areas

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- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? **No**

3 Views and vistas

- Does the proposal obscure or compromise important views? **No**
- Does the proposal dominate the skyline and reduce the quality of vistas? **No**
- Does the proposal respect the viewing rights of other advertisers? **N/a**

4 Streetscape, setting or landscape

- Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? **Yes**
- Does the proposal contribute to the visual interest of the streetscape, setting or landscape? **Yes, through providing a functional benefit**
- Does the proposal reduce clutter by rationalising and simplifying existing advertising? **No but does not result in additional clutter**
- Does the proposal screen unsightliness? **No**
- Does the proposal protrude above buildings, structures or tree canopies in the area or locality? **No**
- Does the proposal require ongoing vegetation management? **No**

5 Site and building

- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? **Yes**
- Does the proposal respect important features of the site or building, or both? **Yes**
- Does the proposal show innovation and imagination in its relationship to the site or building, or both? **Not particularly, as it is functional and informative which is its role. There is innovation with respect to the dynamic nature of the sign which digitally updates the number of available spaces at different parking locations within the centre, providing real-time informative information to the intended audience.**

6 Associated devices and logos with advertisements and advertising structures

- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? **No**

7 Illumination

- Would illumination result in unacceptable glare? **No**
- Would illumination affect safety for pedestrians, vehicles or aircraft? **No**
- Would illumination detract from the amenity of any residence or other form of accommodation? **No**
- Can the intensity of the illumination be adjusted, if necessary? **No**
- Is the illumination subject to a curfew? **No**

8 Safety

- Would the proposal reduce the safety for any public road? **No**
- Would the proposal reduce the safety for pedestrians or bicyclists? **No**

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- Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? **No**

Construction Noise

As noted above, consent is sought for after-hours construction for certain works around entries and exits so as to limit traffic and parking impacts on the operation of the car park during standard operating hours. Scheduling these works outside of operational hours will also improve the safety for both contractors and users of the car park. As the majority of the works will be undertaken 'within' the building, the potential for adverse impacts are reduced. Many of the work areas will be screened by other parts of the development from adjacent residential areas. Notwithstanding, conditions of consent which reflect the EPA's Interim Construction Noise Guidelines can ensure that residential amenity will be protected. In this regard a condition is recommended that requires the submission of an Acoustic Report by a suitably qualified person, prior to the commencement of after-hours works, that demonstrates that the works will not exceed background noise (plus 5dBA) at any residential receiver (as per the relevant EPA criteria).

7. CONCLUSION

The proposed amendments to the existing carpark will provide for improvements to the internal operation of the Westfield Eastgardens carpark. The proposal envisages the more effective utilisation of the existing car parking areas provided on site to assist in reducing congestion within the carpark areas and improve the attractiveness of the centre to customers.

The proposed physical works are relatively minor in nature and will not result in any significant changes to the total bulk, scale or context of the shopping centre development. The changes will not create any unreasonable impacts on the surrounding locality.

The above investigation illustrates the important considerations which support the proposal and identify the benefits to shoppers which would result.

A speedy resolution of this application is sought from Bayside Council so that implementation of it can begin.

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APPENDIX A

REDUCED SET OF DRAWINGS

by Scentre Design and Construction

(under separate cover)

APPENDIX B

INTRODUCTION OF CARPARK CONTROL SYSTEM
by CBRK Traffic Consultants

(under separate cover)

APPENDIX C

PLAN OF MANAGEMENT, WESTFIELD EASTGARDENS
CONTROLLED CAR PARKING
by Scentre Shopping Centre Management

(under separate cover)

|

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SCENTRE LIMITED

WESTFIELD EASTGARDENS SHOPPING
CENTRE, PAGEWOOD

INTRODUCTION OF CAR PARK
CONTROL SYSTEM

JUNE 2017

COLSTON BUDD ROGERS & KAFES PTY LTD
ACN 002 334 296
Level 18 Tower A
Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Telephone: (02) 9411 2411
Facsimile: (02) 9411 2422
Email: cbrk@cbrk.com.au

REF: 9796/3

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I. INTRODUCTION

- I.1 Colston Budd Rogers & Kafes Pty Ltd has been commissioned by Scentre Limited to prepare a report on the introduction of a car park control system for public parking areas within the Westfield Eastgardens Shopping Centre, Pagewood. The shopping centre is located on the northern side of Wentworth Avenue between Bunnerong Road and Banks Avenue, as shown on Figure I.
- I.2 The car park control system will be a ticketless system which will enhance security, improve car park efficiency and ensure the turnover of shopper parking spaces. In association with the car park control system, a car park guidance system is also proposed, but may follow at a later stage. The car park guidance system will improve access to available car parking spaces, reducing traffic circulation, delays and queues within the car park.
- I.3 This report describes the proposed car park control system for the shopping centre car park in the following chapter.

2. CAR PARK CONTROL SYSTEM

- 2.1. Westfield Eastgardens Shopping Centre at Pagewood is located on the northern side of Wentworth Avenue between Bunnerong Road and Banks Avenue, as shown on Figure 1. The shopping centre is bounded by Wentworth Avenue to the south, Bunnerong Road to the east, Banks Avenue to the west and Westfield Drive to the north.
- 2.2. The centre provides parking for a total of some 3,197 cars within four parking levels. The majority of parking spaces are provided within a multi-deck car park located on the southern side of the centre. The remaining car parking spaces are provided at-grade adjacent to Banks Avenue and within roof parking areas.
- 2.3. It is proposed to introduce a ticketless car park control and guidance system for public parking areas within the shopping centre. The car park control system is presented through the following sections:-
- ❑ road network;
 - ❑ access arrangements;
 - ❑ car parking areas;
 - ❑ ticketless car park control system;
 - ❑ car park guidance system;
 - ❑ access control lane configurations;
 - ❑ effect on parking provision; and
 - ❑ summary.
-
-

Road Network

- 2.4. The road network in the vicinity of the shopping centre comprises Bunnerong Road, Wentworth Avenue, Banks Avenue, Westfield Drive, Denison Street and Heffron Road. Bunnerong Road is located adjacent to the eastern boundary of the centre and typically provides a four to six lane undivided road, with additional turn lanes at major intersections. Kerbside parking is generally permitted, clear of intersections. In the vicinity of the shopping centre it has signal controlled intersections with Maroubra Road/Heffron Road, Westfield Drive, Wentworth Avenue, Smith Street/Parer Street and Fitzgerald Avenue.
- 2.5. Wentworth Avenue is located adjacent to the southern boundary of the centre and provides a six lane divided road with additional turn lanes at major intersections. Kerbside parking is generally permitted clear of intersections. In the vicinity of the site it has signal controlled intersections with Bunnerong Road, Denison Street, Banks Avenue/Corish Circle and Page Street. Right turns are prohibited from Wentworth Drive north into Page Street and south into Corish Circle.
- 2.6. Banks Avenue is located adjacent to the western boundary of the centre and provides a four lane undivided road. It runs north from Wentworth Avenue and intersects with Westfield Drive at a traffic signal controlled intersection. The intersection of Banks Avenue and the shopping centre access driveway, located between Wentworth Avenue and Westfield Drive, is controlled by a two lane roundabout.
- 2.7. Denison Street runs south from Wentworth Avenue and connects to industrial areas and Port Botany. The intersection of Denison Street with Wentworth Avenue is controlled by traffic signals.
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- 2.8. Westfield Drive is located adjacent to the northern boundary of the centre and provides a two-way service road between Bunnerong Road and Banks Avenue. Westfield Drive provides one traffic lane in each direction and provides access to shopping centre loading docks located along the northern boundary of the centre. At its eastern end, Westfield Drive incorporates east facing vehicular ramps providing access to level 3 and the rooftop parking areas within the shopping centre.
- 2.9. Heffron Road is located to the north of the shopping centre and provides an east west connection between Page Street and Maroubra Road. It provides for one traffic lane, one parking lane and one bicycle lane in each direction, clear of intersections. The intersection of Banks Avenue and Heffron Road is controlled by a two lane roundabout.

Access Arrangements

- 2.10. The centre car park has access off all street frontages, except Bunnerong Road. Express ramps to and from Level 3 and the roof parking areas are provided off Westfield Drive. A secondary entry off Westfield Drive connects across the front of the office building at the eastern end of the site providing access to the existing bus and taxi set-down/drop-off area.
- 2.11. There are three driveways on Wentworth Avenue accessing the on-site car park. The western driveway is an entry only driveway connecting to the ground floor and mezzanine parking levels. Access to this driveway is restricted to left turns only by a median in Wentworth Avenue. The central driveway is an exit only that connects to the signal controlled intersection of Wentworth Avenue and Denison Street. All movements are permitted out of this driveway. The eastern driveway is also an exit from the multi-deck car park. Exit from this driveway is restricted
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to left turns only onto Wentworth Avenue. A fourth driveway onto Wentworth Avenue at the eastern end of the site is available for buses and taxis exiting the bus and taxi set-down/pick-up area located off Bunnerong Road.

- 2.12. There are two, two-way driveways off Banks Avenue. The northern driveway is designed as a loading dock access for service vehicles. The southern driveway is a roundabout controlled access providing two entry lanes and two exit lanes to/from the Banks Avenue at-grade car park and the multi-deck car park.
- 2.13. In addition to the above access arrangements onto the surrounding road network, there are internal connections linking the various car parking areas, including connections between the multi-deck car park, level 3 car park and roof parking areas (via bridge and ramp connections across the main east-west service road located on the southern side of the shopping centre). At-grade connections are also available between the Banks Avenue at-grade car park and the multi-deck car park.

Car Parking Areas

- 2.14. The centre provides parking for a total of 3,197 cars. The majority of parking spaces are provided within the southern multi-deck car park. The remaining parking spaces are provided at-grade adjacent to Banks Avenue and within roof parking areas. The car parking areas are shown on Figures 2 and 3.
- 2.15. All parking areas within the shopping centre are linked via internal access ramps or via the roof parking areas. As a result, a single overall control system can be introduced to manage the car park and maintain accessibility and circulation between the various parking areas.
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- 2.16. In order to determine the number of vehicles entering and exiting the various car parking areas within the shopping centre, traffic counts were undertaken during the Thursday afternoon/evening (3.00pm to 6.30pm) and Saturday midday (10.00am to 3.00pm) periods. Results of the peak entry and exit flows at the access locations are shown on Tables 2.1 and 2.2.

Table 2.1: Eastgardens – Thursday Car Park Peak Traffic Generation		
Car Park Access	Traffic Flow (veh/hr)	
	Entry	Exit
- Location 1 – Banks Avenue	740	640
- Location 2 – Wentworth Avenue	140	
- Location 3 – Wentworth Avenue	150	
- Location 4 – Wentworth Avenue		415
- Location 5 – Wentworth Avenue		250
- Location 6 – Level 3 Car Park	290	260
- Location 7 – Roof Car Park	225	160

Table 2.2: Eastgardens – Saturday Car Park Peak Traffic Generation		
Car Park Access	Traffic Flow (veh/hr)	
	Entry	Exit
- Location 1 – Banks Avenue	915	630
- Location 2 – Wentworth Avenue	160	
- Location 3 – Wentworth Avenue	270	
- Location 4 – Wentworth Avenue		455
- Location 5 – Wentworth Avenue		260
- Location 6 – Level 3 Car Park	370	340
- Location 7 – Roof Car Park	370	350

- 2.17. It can be seen from these tables that the busiest entry driveways were the main centre access from the Banks Avenue roundabout and the express ramp on Westfield Drive. The busiest exit driveways were the exit onto Banks Avenue,

the at-grade exit driveway onto Wentworth Avenue traffic signals and the express ramp on Westfield Drive.

Ticketless Car Park Control System

- 2.18. It is proposed to introduce a ticketless car park control system. The system will incorporate an automatic number plate recognition system, which would be installed at each of the entries and exits to the car park. The system would operate together with automated pay machines situated strategically about the centre to validate and pay for parking, prior to customers returning to their vehicle and exiting the car park.
- 2.19. The transaction can also be completed at the exit to the car park, which will be controlled by boom gates (similar to a ticketed car park control system). These controls would be located immediately within the perimeter of the centre having regard to the need to provide for vehicle queuing.
- 2.20. An off-site car park management centre will cater for customer queries and to manage the overall operation of the car park. A CCTV and intercom network will also be utilised at the entry and exit controls linked back to the central control centre. This will allow constant surveillance of the car park and also provide customer assistance.
- 2.21. On arrival, customers will drive directly into the car park with the car park control system registering the number plate of the vehicle. On leaving the car park, if the customer has stayed less than the period of free parking, then they are not required to go to a pay machine or pay at the exit controls. The number plate recognition system will note that the customer has stayed within the free time period and open the boom gate for the customer to exit. If the customer has
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stayed longer than the period of free parking, then they have the choice of either pre-paying for parking at an automated pay machine prior to exiting the car park or completing the transaction at the exit to the car park, via the use of a credit/debit card.

- 2.22. Staff/tenants will be accommodated within a designated staff parking area on the roof top level, as shown on Figure 9. This parking area will cater for some 418 staff parking spaces and will be controlled by the number plate recognition system, with boom gates and anti-pass back lag-time readers to allow staff/tenants to access the staff parking area within a designated time period.

Car Park Guidance System

- 2.23. In association with the introduction of the ticketless car park control system, it is proposed to implement a car park guidance system. The car park guidance system will improve access to available car parking spaces, reducing traffic circulation, delays and queues within the car park.
- 2.24. The car park guidance system will include the following design components:-
- ❑ external traffic guidance;
 - ❑ car park entry information boards;
 - ❑ internal major decision point traffic wayfinding signage;
 - ❑ internal aisle signage; and
 - ❑ individual bay availability indicators.
- 2.25. External traffic guidance signs will be located within the boundaries of the shopping centre, on approach to the car park areas and access to the various car park entries. These signs will include a mix of static and dynamic information
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boards indicating the location of the car park area and the availability of parking bays within the various parking zones.

2.26. The external guidance signs will:-

- ❑ display parking availability information within the shopping centre prior to entry to the car park, allowing informed parking choices;
- ❑ divert entering traffic to alternative entry locations accessing underutilised parking areas;
- ❑ guide entering traffic to the nearest available parking bays.

2.27. The car park entry information boards and the internal wayfinding signage will guide motorists directly to a parking area with the most available parking spaces without traversing all parking levels in search of a parking space. Aisle signage will be provided to indicate the availability of parking bays.

2.28. Parking bay indicators will display whether individual bays are occupied or unoccupied. Bay indicators will provide information to an overall management system. Information relating to the occupancy of the various parking areas can then be displayed on the external and internal dynamic signage system.

Access Control Lane Configurations

2.29. The peak hourly traffic flows shown on Tables 2.1 and 2.2 have been used to estimate the number of entry and exit controls required at each access location. In order to improve vehicular egress from the centre onto the surrounding road network, it is proposed to provide a new exit lane from the ground level of the

multi-deck car park, at the existing easternmost car park exit driveway onto Wentworth Avenue. This driveway currently provides for vehicles exiting from level 1 of the multi-deck car park. It is proposed to modify this driveway to also provide for vehicles to exit from the ground level of the multi-deck car park at the existing driveway crossing onto Wentworth Avenue.

- 2.30. The proposed additional exit lane onto Wentworth Avenue will result in some redistribution of traffic within the centre. Based on current turning movements at the existing access driveways, the additional exit lane onto Wentworth Avenue could be expected to cater for some 100 to 150 vehicles per hour during peak periods.
- 2.31. The number of entry and exit controls for the car park has been based on a rate of 600 vehicles per hour per lane for free flow entry and 360 vehicles per hour per lane for boom gate controlled exit lanes. Tables 2.3 and 2.4 indicate the number of boom gates and set out the average and 95th percentile vehicle queues at the car park access locations.

Table 2.3: Eastgardens – Car Park Entry Controls				
Car Park Entry Controls	Number of Boom Gates	Average Queue (vehicles)	95thile Queue (vehicles)	Available Queue (vehicles)
- Location 1	2	4	11	18
- Location 2	1	<1	2	6
- Location 3	1	<1	3	10
- Location 6	1	2	5	15
- Location 7	1	2	5	25

Table 2.4: Eastgardens – Car Park Exit Controls				
Car Park Exit Controls	Number of Boom Gates	Average Queue (vehicles)	95%ile Queue (vehicles)	Available Queue (vehicles)
- Location 1	3	5	8	11
- Location 4	2	2	6	18
- Location 5a	1	3	9	12
- Location 5b	1 ⁽¹⁾	2 ⁽¹⁾	4 ⁽¹⁾	6 ⁽¹⁾
- Location 6	2	1	4	8
- Location 7	2	1	4	8

⁽¹⁾ Proposed new exit lane onto Wentworth Drive base on 150 vehicles per hour.

- 2.32. The proposed car park control system will include 6 ticketless entry control lanes and 11 ticketless exit control lanes. The tables show that all entry and exit controls will cater for the peak hour traffic flows generated by the shopping centre.
- 2.33. Typically one entry lane and two exit lanes have been provided at the main access points to the shopping centre onto Wentworth Avenue and Westfield Drive (Locations 2, 3, 4, 5, 6 and 7), with the exception of Location 1 which is proposed to provide two entry lanes and three exit lanes to/from Banks Avenue.
- 2.34. The access arrangements and car park control system for the various car parking areas are presented in Figures 4 to 9. The concept plans present the principles of traffic management and are subject to survey and final design. Detailed information regarding the final designs of the car park control system will be prepared Scentre Group Design and Construction.
- 2.35. The proposed car park control system will include the following:-
- Banks Avenue – Location 1 (Figure 4)

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- reconfigure the existing entry lanes from Banks Avenue to provide two entry lanes with automatic number plate recognition system. Speed humps will be located on the entry lanes to control vehicle travel speed;
 - reconfigure the two exit lanes onto Banks Avenue to provide three exit lanes controlled by boom gates. Modify the adjacent at-grade car park to provide the third exit lane and to improve accessibility and circulation on approach to the exit controls. The proposed modification to the adjacent at-grade car park will result in the loss of some five parking spaces;
 - raised kerbs/median and line marking will be used to channelise traffic within the car park;
 - relocate the existing pedestrian crossing adjacent to the access road and relocate the existing internal pedestrian crossing to the southern side of the internal roundabout;
- Wentworth Avenue – Locations 2 and 3 (Figure 5)
- provide automatic number plate recognition system on the single lane entry to the ground level car park (Location 2) and to entry ramp accessing the mezzanine level (Location 3) of the multi-deck car park. Speed humps will be located on the entry lanes to control vehicle travel speed;
- Wentworth Avenue – Location 4 (Figure 5)
- reconfigure the existing exit lanes onto Wentworth Avenue at the signalised intersection of Wentworth Avenue and Denison Street, to provide two exit lanes controlled by boom gates. Modify the adjacent ground level car park
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to cater for the two exit controls and to provide for the on-site queuing of exiting vehicles within the adjacent car park circulation aisle;

- modify circulation within the southern part of the ground level car park in order to provide for the recirculation of vehicles past the proposed exit controls. The proposed modification to the adjacent ground level car park will result in the loss of some 12 parking spaces;
- raised kerbs/median and line marking will be used to channelise traffic within the car park;

□ Wentworth Avenue – Location 5 (Figure 6)

- narrow the existing exit ramp from level 1 of the multi-deck car park to provide a single exit lane onto Wentworth Avenue controlled by a boom gate;
 - modify the adjacent ground level car park to provide a second exit lane from the multi-deck car park onto Wentworth Avenue and provide for the on-site queuing of exiting vehicles within the adjacent car park circulation aisle;
 - modify circulation within the southern part of the ground level car park in order to provide for the recirculation of vehicles past the proposed exit controls. The proposed modification to the adjacent ground level car park will result in the loss of some 6 parking spaces;
 - raised kerbs/median and line marking will be used to channelise traffic within the car park;
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- Level 3 Car Park – Location 6 (Figure 7)
 - reconfigure the existing entry lanes from Westfield Drive express ramp to provide a single entry lane to the level 3 car park with automatic number plate recognition system. Speed humps will be located on the entry lane to control vehicle travel speed;
 - reconfigure the western circulation aisle of the level 3 car park to provide two boom gate controlled exit lanes onto Westfield Drive express ramp;
 - modify circulation within the western part of the level 3 car park in order to provide for the recirculation of vehicles past the proposed exit controls. The proposed modification to the adjacent level 3 car park will result in the loss of some 12 parking spaces;
 - raised kerbs/median and line marking will be used to channelise traffic within the car park;
 - Roof Level Car Park – Location 7 (Figure 8)
 - provide a single entry lane with automatic number plate recognition system on the access ramp to the roof level parking area. Speed humps will be located on the entry lane to control vehicle travel speed;
 - reconfigure the northern circulation aisle of the roof level car park to provide two boom gate controlled exit lanes onto the Westfield Drive express ramp. The proposed modification to the roof level car park will result in the loss of some 10 parking spaces;
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- raised kerbs/median and line marking will be used to channelise traffic within the car park.

- 2.36. In addition to the customer parking areas, staff/tenant parking will be provided within the roof level car park, as shown on Figure 9. This parking area will cater for some 418 staff parking spaces and will be controlled by the number plate recognition system, with boom gates and anti-pass back lag-time readers to allow staff/tenants to access the staff parking area within a designated time period. Staff will be required to pre-register in order to receive a concessional parking rate.
- 2.37. In association with the overall car park control system it is proposed to provide a number of automated pay machines distributed through the centre and in particular located adjacent to the pedestrian accessways between the centre and the various car parking areas. The overall number and location of the pay machines will be determined by the selected car park operator in consultation with centre management.

Effect on Parking Provision

- 2.38. Westfields Eastgardens currently provides 84,555m² GLA comprising retail, cinemas, childcare centre, library, commercial and a gym. Parking for 3,197 cars is provided on site. Existing parking requirements are set out in Table 2.5, based on RMS parking rates. RMS parking rates for large shopping centres are considered appropriate as they are based on surveys that take into account the range of different uses in large centres.
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Table 2.5 Summary of Existing Parking Requirements			
Component	Size	Rate	Spaces Required
Retail			
• Department stores	11,624m ²	2.4/100m ²	279
• DDS and Mini Majors	25,829m ²	4.0/100m ²	1033
• Supermarkets	11,245m ²	4.2/100m ²	472
• Specialty shops	25,319m ²	4.5/100m ²	1139
Cinema	723 seats	1/25 seats	29
Childcare	40 children	1/4 children	10
Library	1,460m ²	0.9/100m ²	13
Office	3,555m ²	0.9/100m ²	32
Gym	1,310m ²	3.0/100m ²	39
Total	84,555m ²		3,046

2.39. Thus the existing car park has a surplus of 151 spaces. The introduction of the car park control and guidance system will reduce parking provision to 3,143 spaces (loss of 54 parking spaces) to accommodate the car park control equipment, modifications to internal circulation and provision of appropriate queuing areas for vehicles on approach to the entry and exit controls. The loss of 54 spaces can be accommodated within the surplus of 151 spaces.

2.40. It should be noted that the implementation of the car park control and guidance system will significantly improve the efficiency and utilisation of parking spaces. Parking conditions will be greatly improved due to:-

- ❑ improvements in the efficiency of operation of the various parking areas as a result of the introduction of the car park control system;
- ❑ reduction in long stay (commuter) parking, resulting in an increase in available parking spaces;
- ❑ better control of staff/tenant parking;

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- ❑ improved customer parking availability in close proximity to the main pedestrian access points to the centre;
 - ❑ enhance security;
 - ❑ improvements in car park efficiency and internal circulation;
 - ❑ reduced traffic delays and internal travel times;
 - ❑ improved distribution of traffic to the various access controls within the car park.

Summary

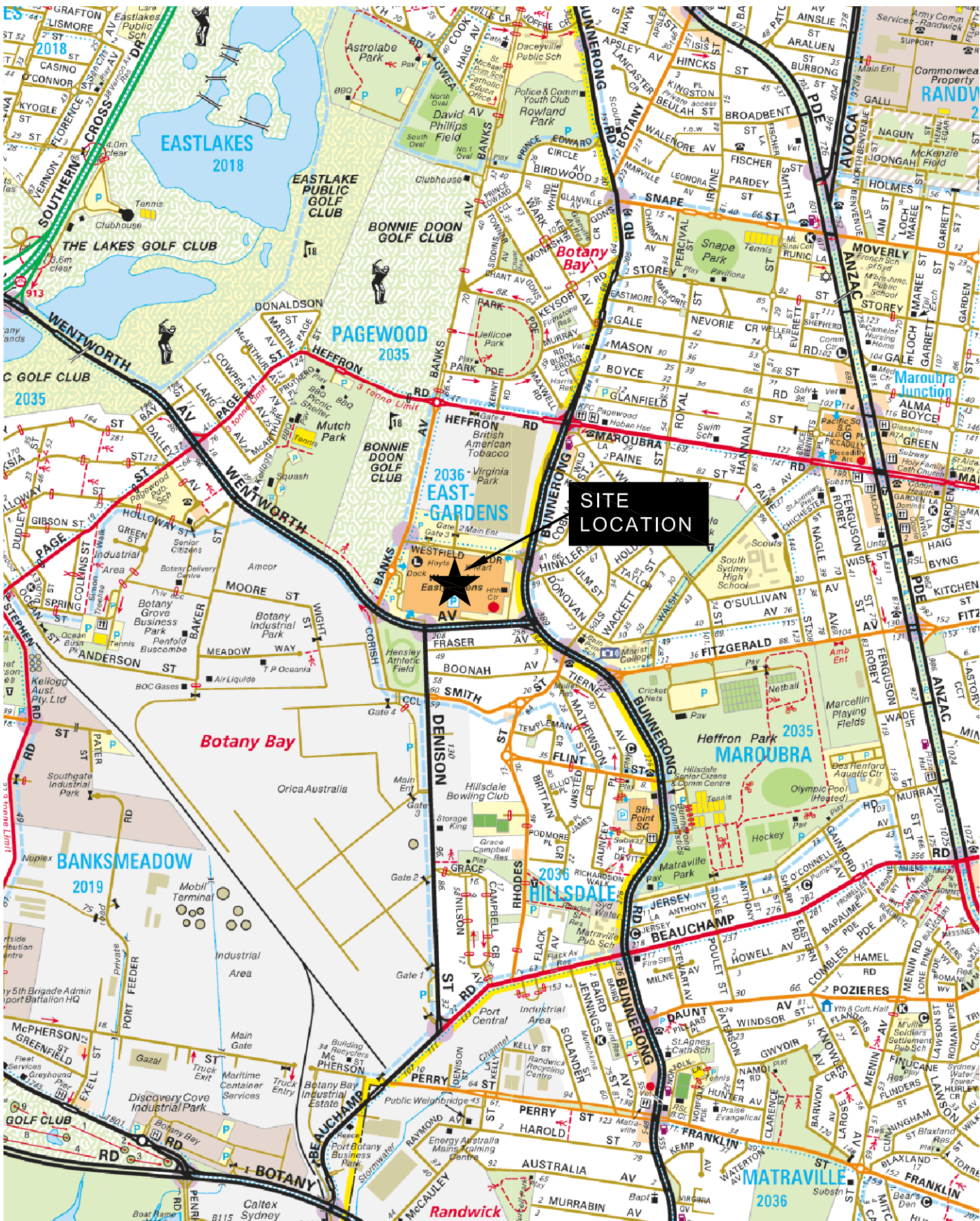
2.41. In summary, the introduction of the proposed car park control system will:-

- ❑ improve access arrangements for customers, without the need for entry controls and parking tickets;
- ❑ ensure a turnover of shopper parking spaces;
- ❑ improve car park efficiency and internal circulation;
- ❑ improve parking utilisation;
- ❑ enhance security;
- ❑ discourage long-stay parking;
- ❑ control staff/tenant parking.

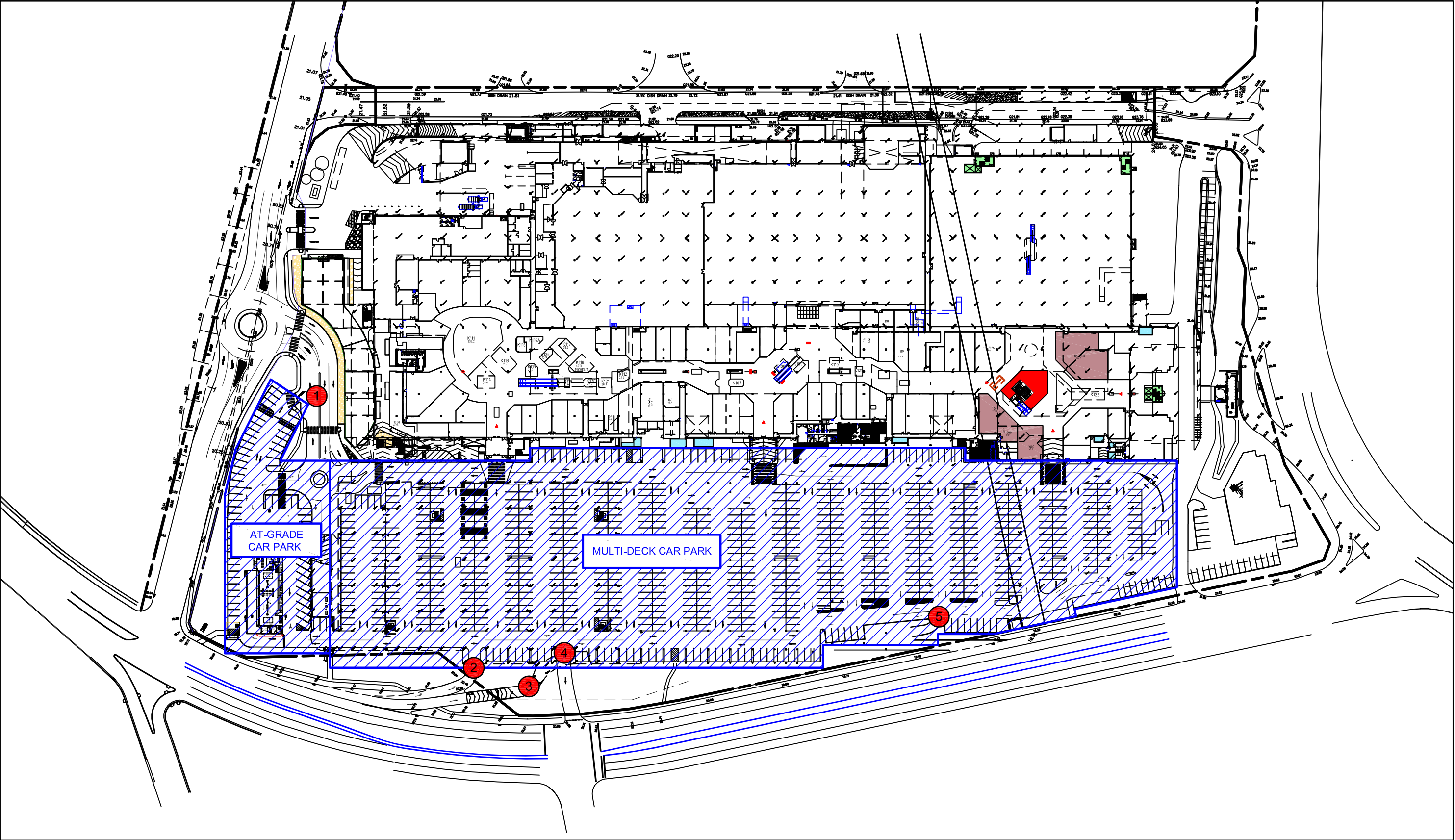
2.42. The ticketless car park control system will be designed to be compatible with a car park guidance system. The system will incorporate an automatic number plate recognition system, which would be installed at each of the entries and exits to the car park. The system would operate together with automated pay machines

situated strategically about the centre to validate and pay for parking, prior to customers returning to their vehicle and exiting the car park.

- 2.43. If a car park user is required to pay a fee for parking, this transaction can also be completed at the exit to the car park, which will be controlled by boom gates (similar to a ticketed car park control system). These controls would be located immediately within the perimeter of the centre having regard to the need to provide for vehicle queuing.
- 2.44. The proposed ticketless car park control system and car park guidance system will significantly improve the efficiency and utilisation of parking spaces, and provide a convenient and practical system for customers and staff/tenants.
- 2.45. The proposed parking provision is considered appropriate, with the minor loss in parking spaces to provide the necessary parking controls able to be accommodated within the existing surplus of parking.
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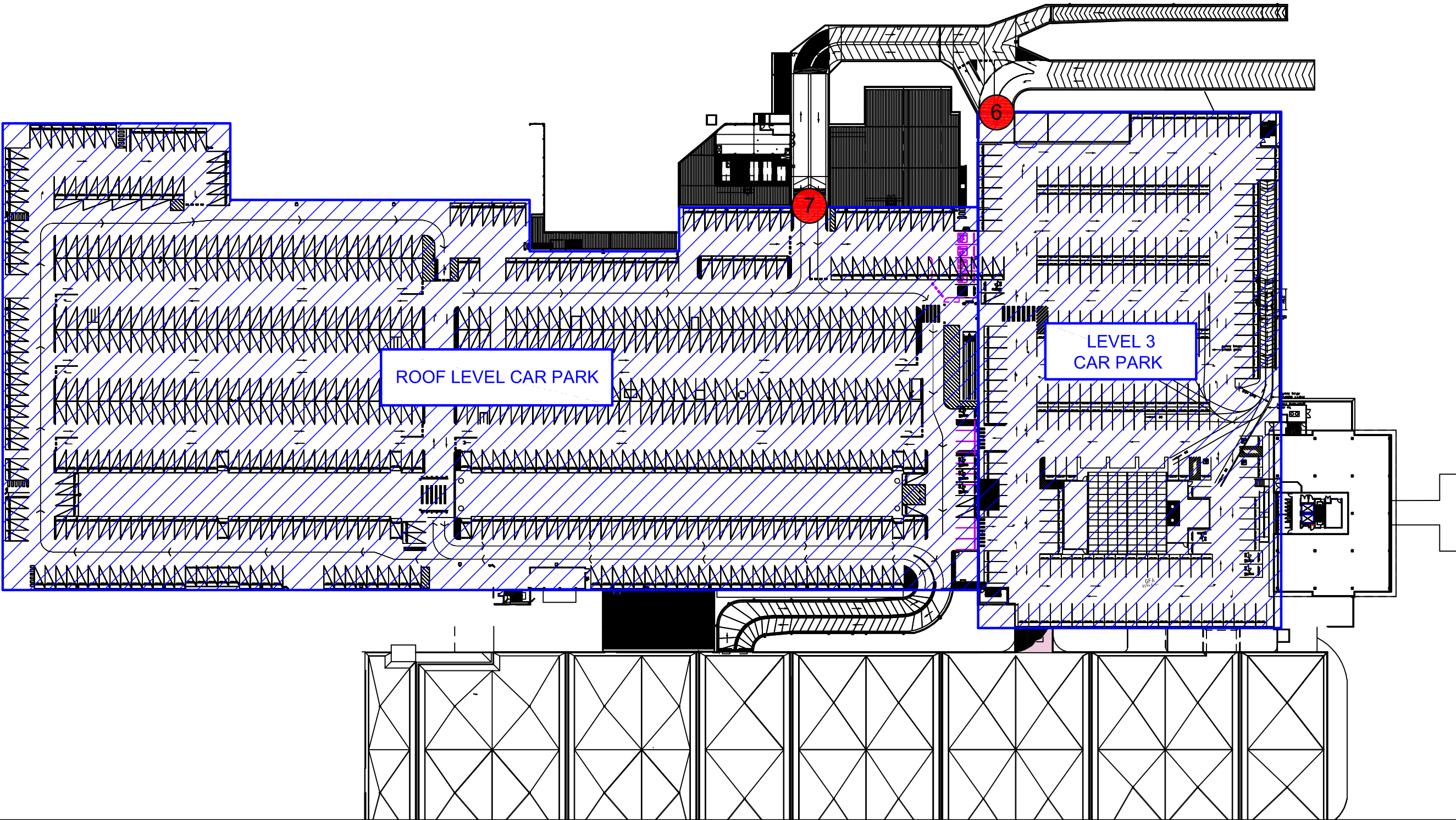


Location Plan



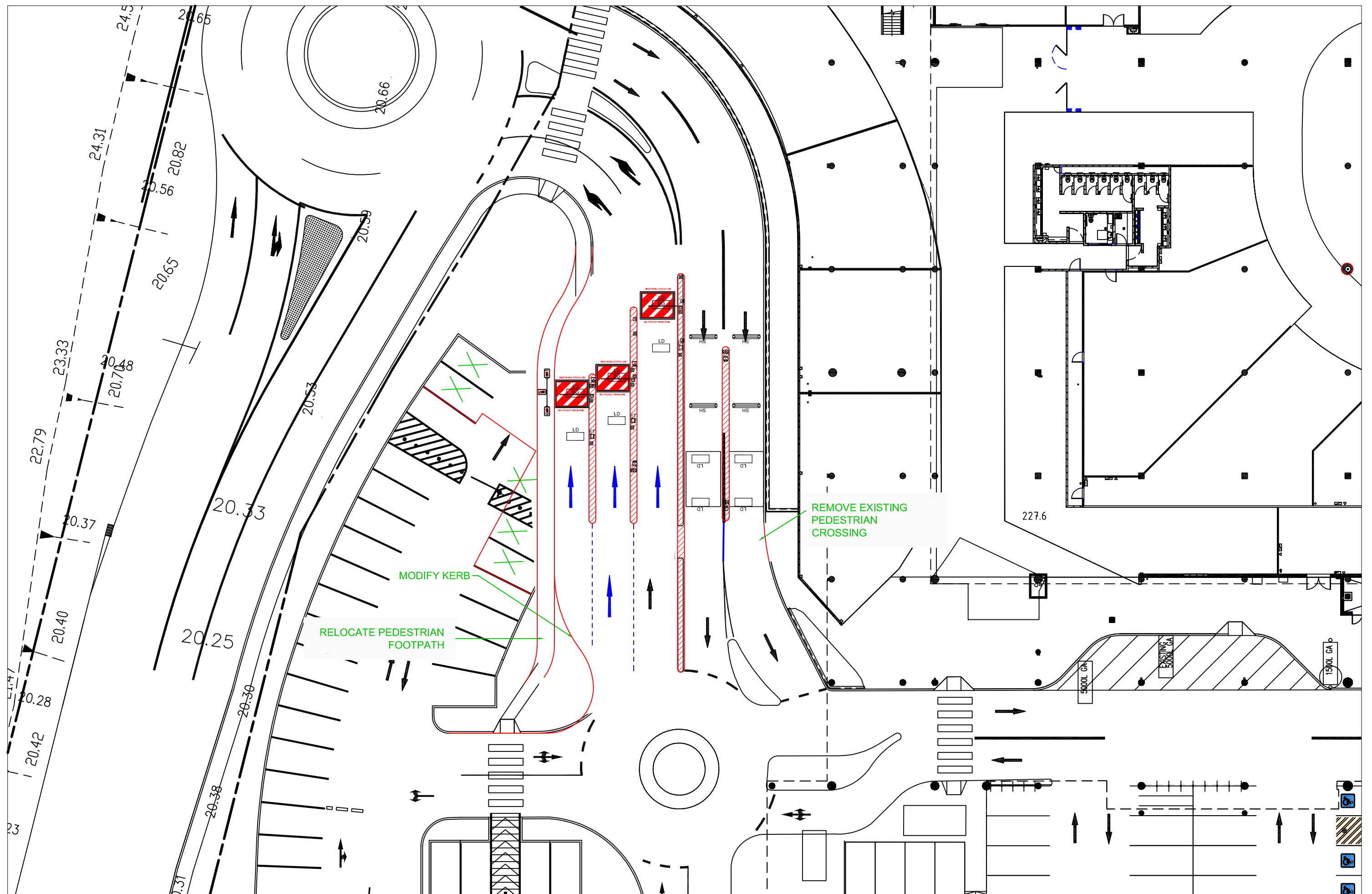
Car Park Areas and Access Locations

Figure 2



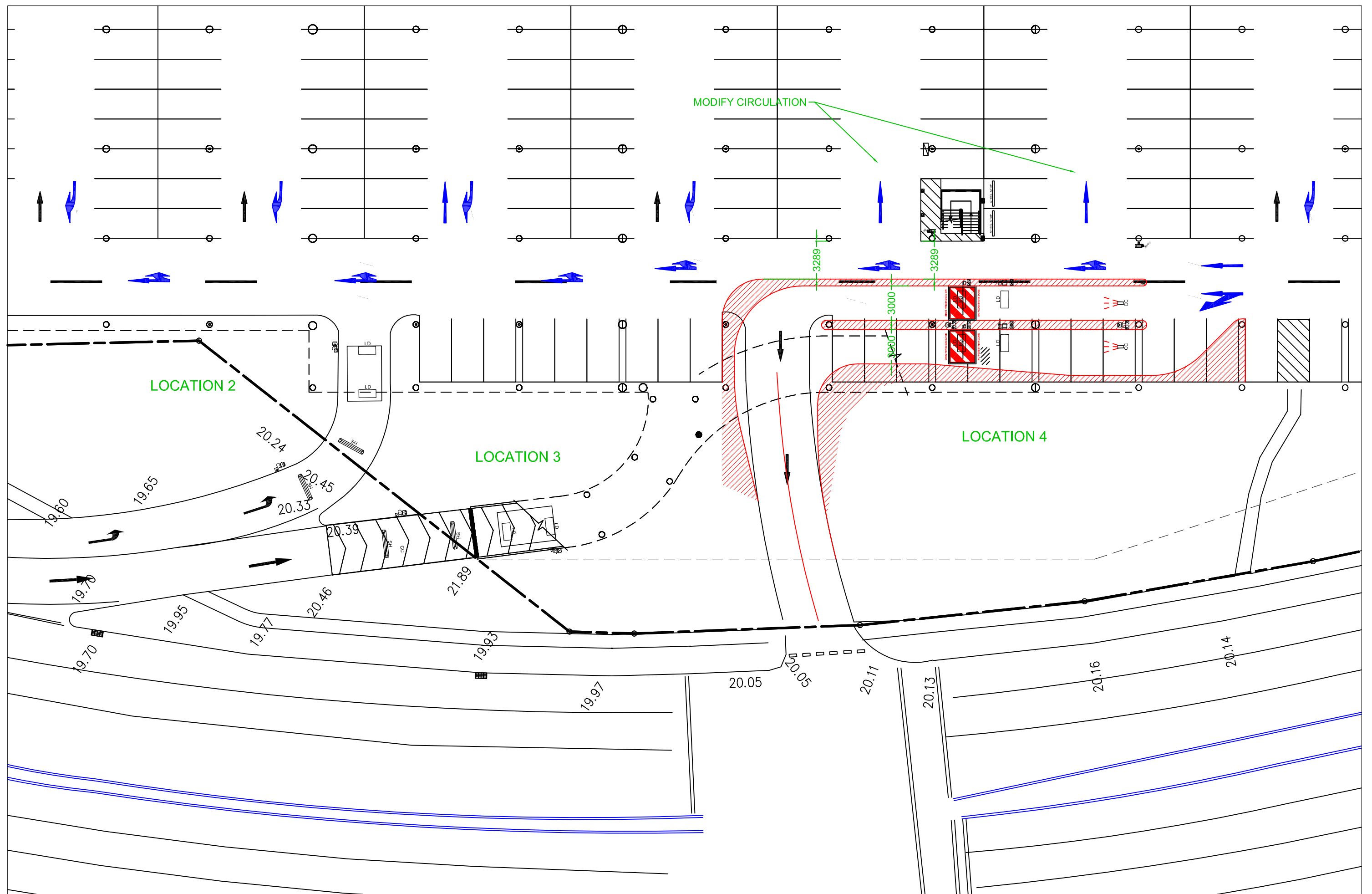
Car Park Areas and
Access Locations

Figure 3



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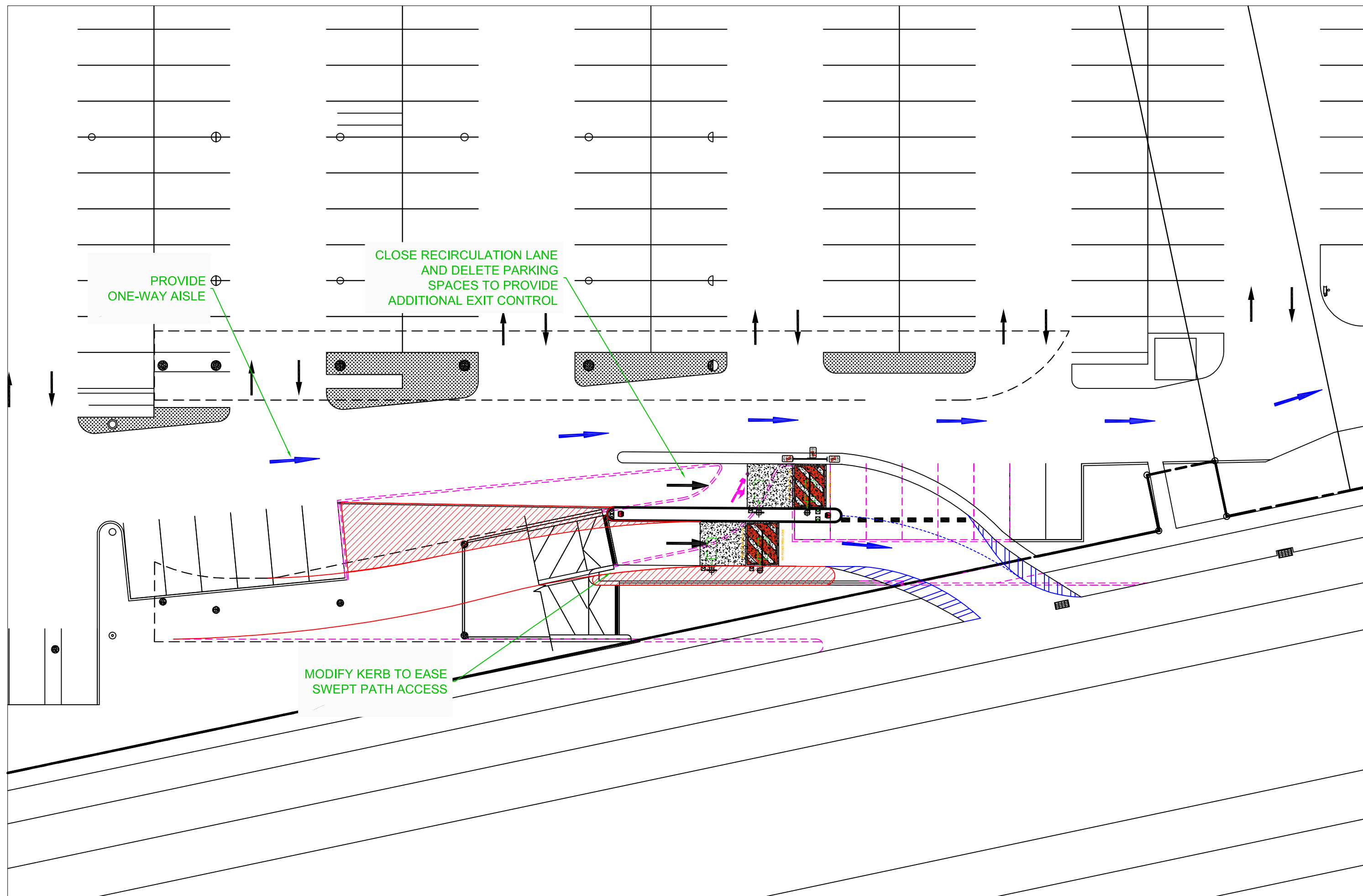
CAR PARK ACCESS CONTROL - LOCATION 1



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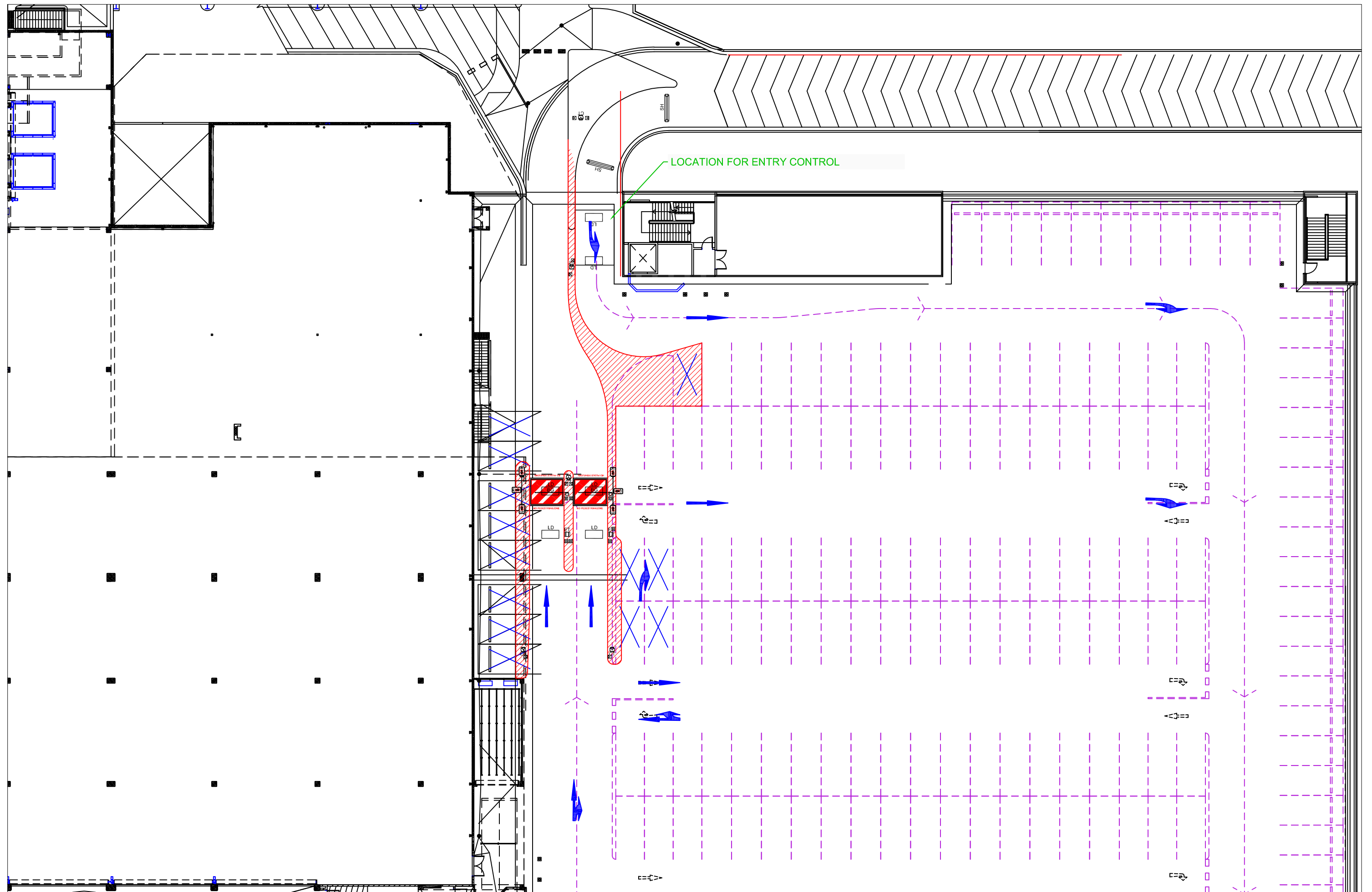
**CAR PARK ACCESS
 CONTROL
 - LOCATIONS 2, 3 & 4**

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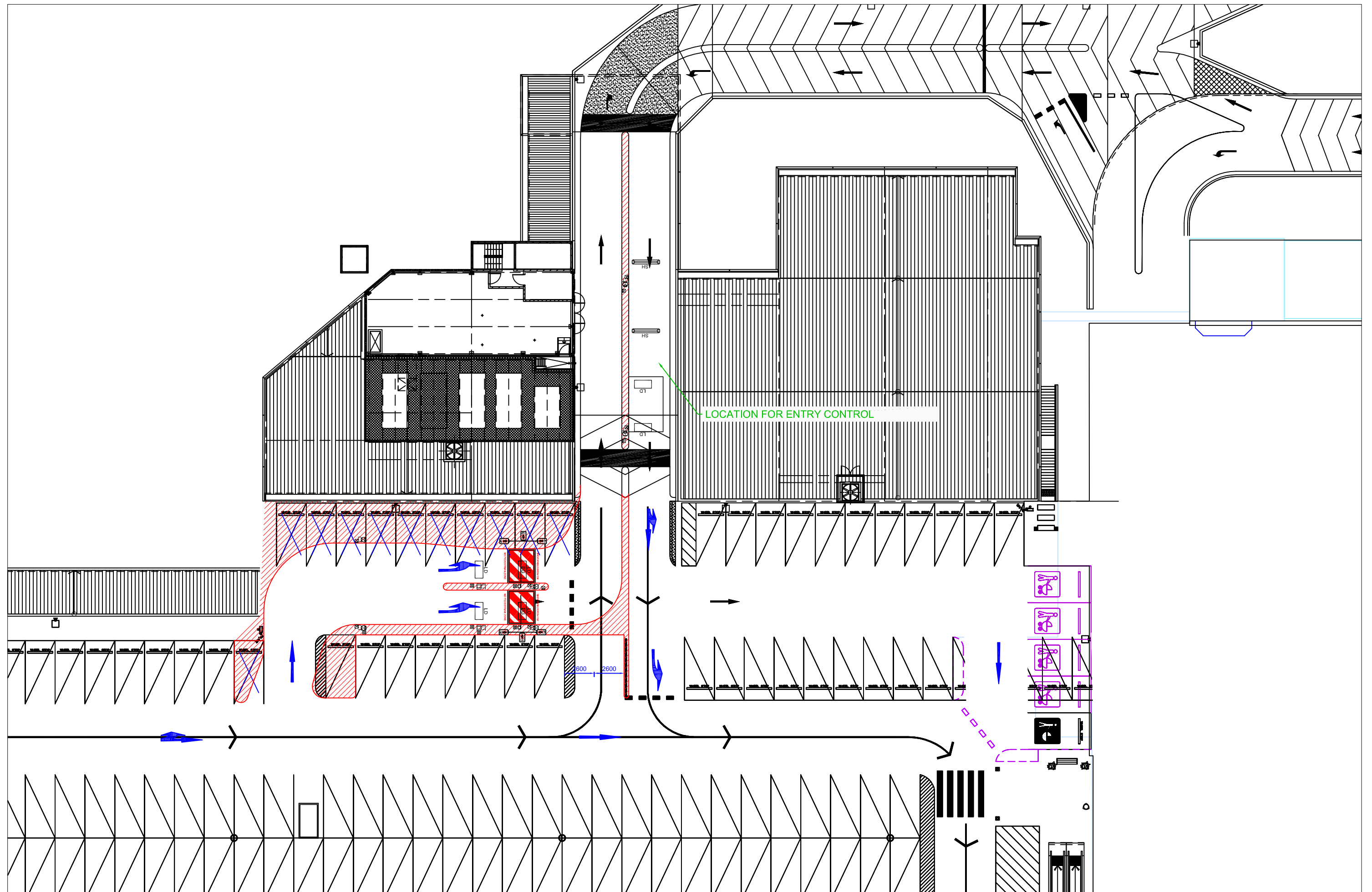
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CAR PARK ACCESS CONTROL - LOCATION 5



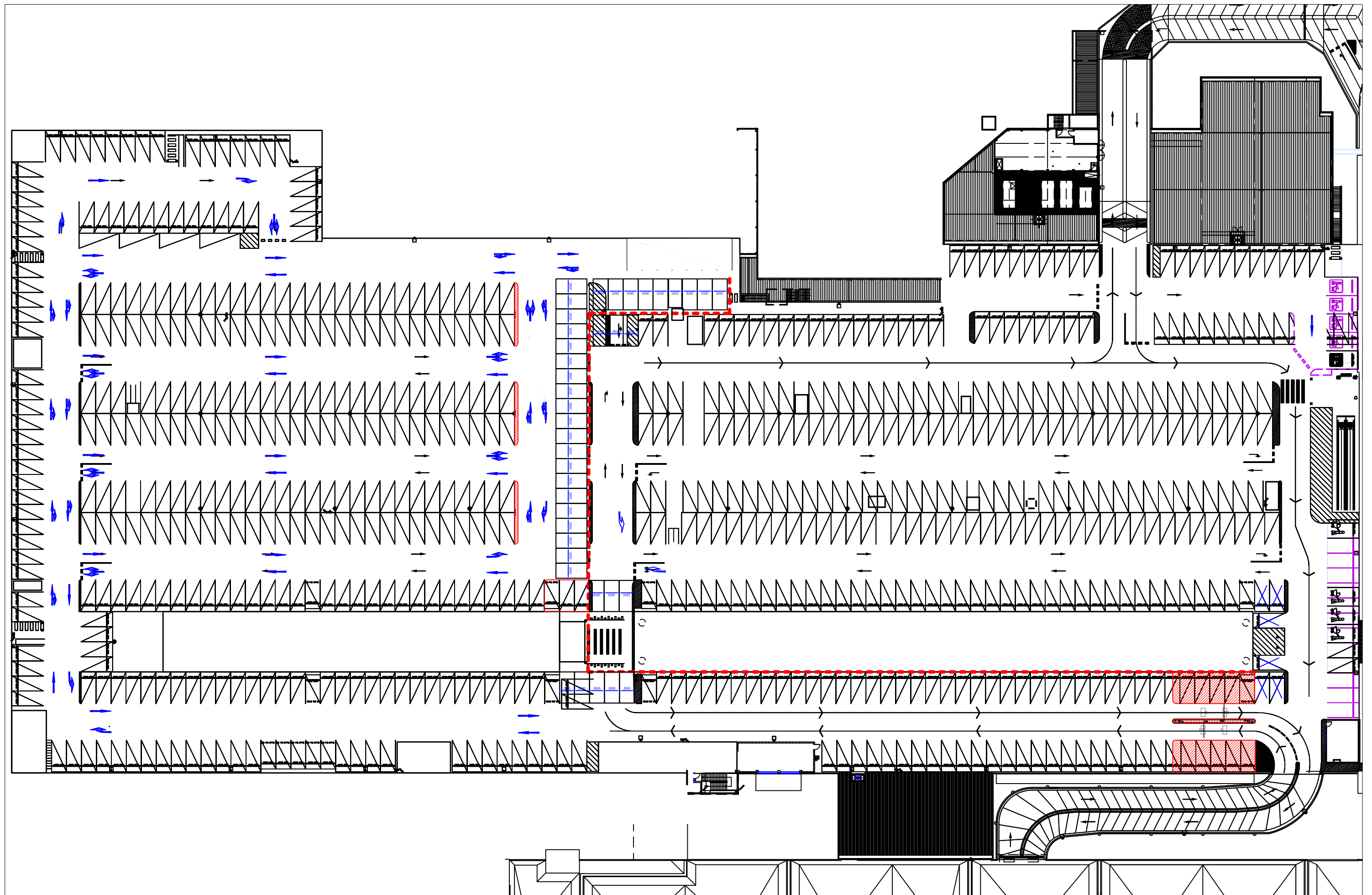
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CAR PARK ACCESS CONTROL - LOCATION 6



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**CAR PARK ACCESS
 CONTROL - LOCATION 7**

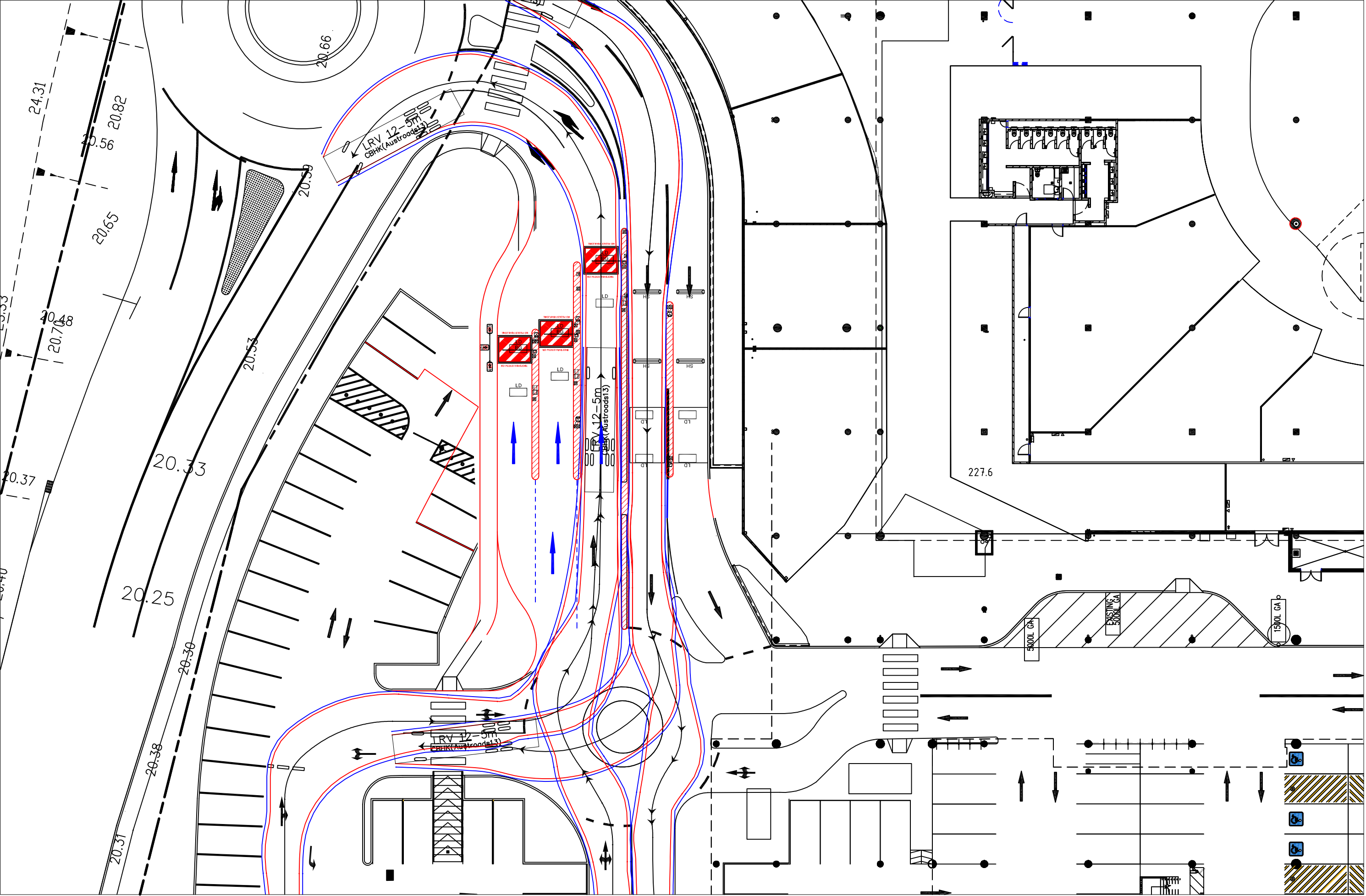


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**CAR PARK ACCESS
 CONTROL - STAFF PARKING**

APPENDIX A

Vehicle Swept Paths



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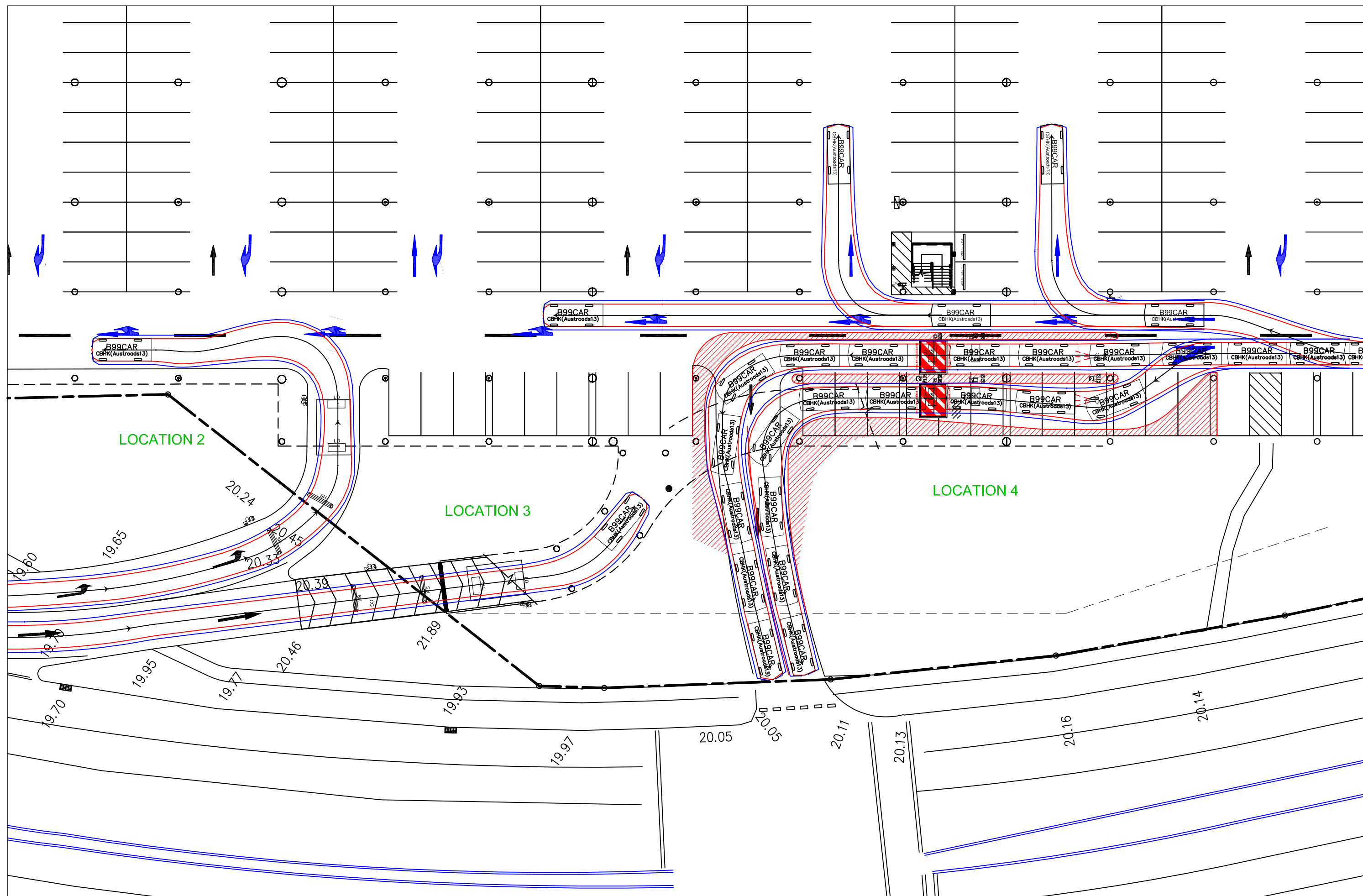
— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE
SWEPT PATHS
- LOCATION 1

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A2



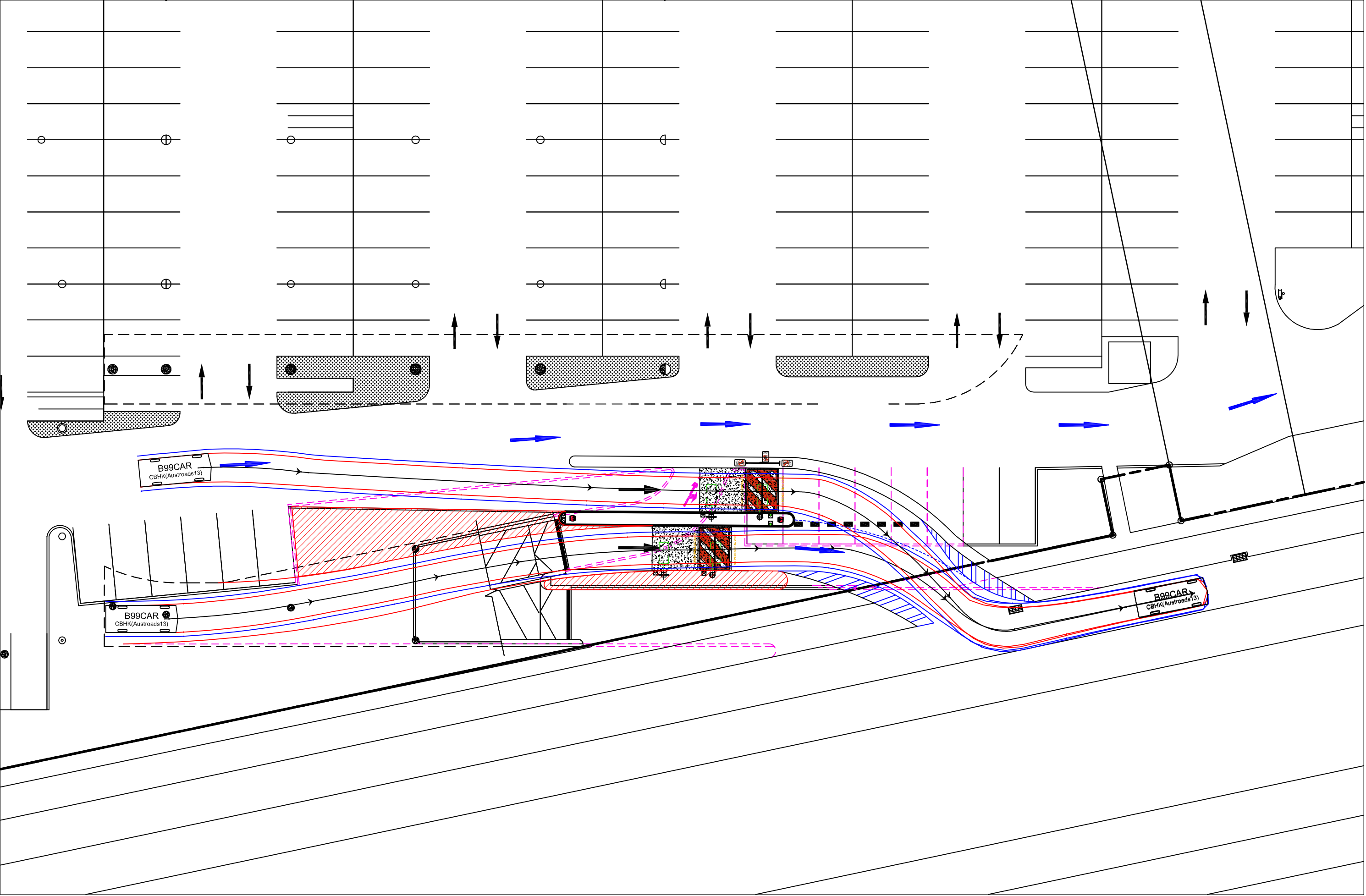
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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

**B99 PERCENTILE CAR
 VEHICLE SWEEP PATHS
 - LOCATIONS 2, 3 & 4**

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A3

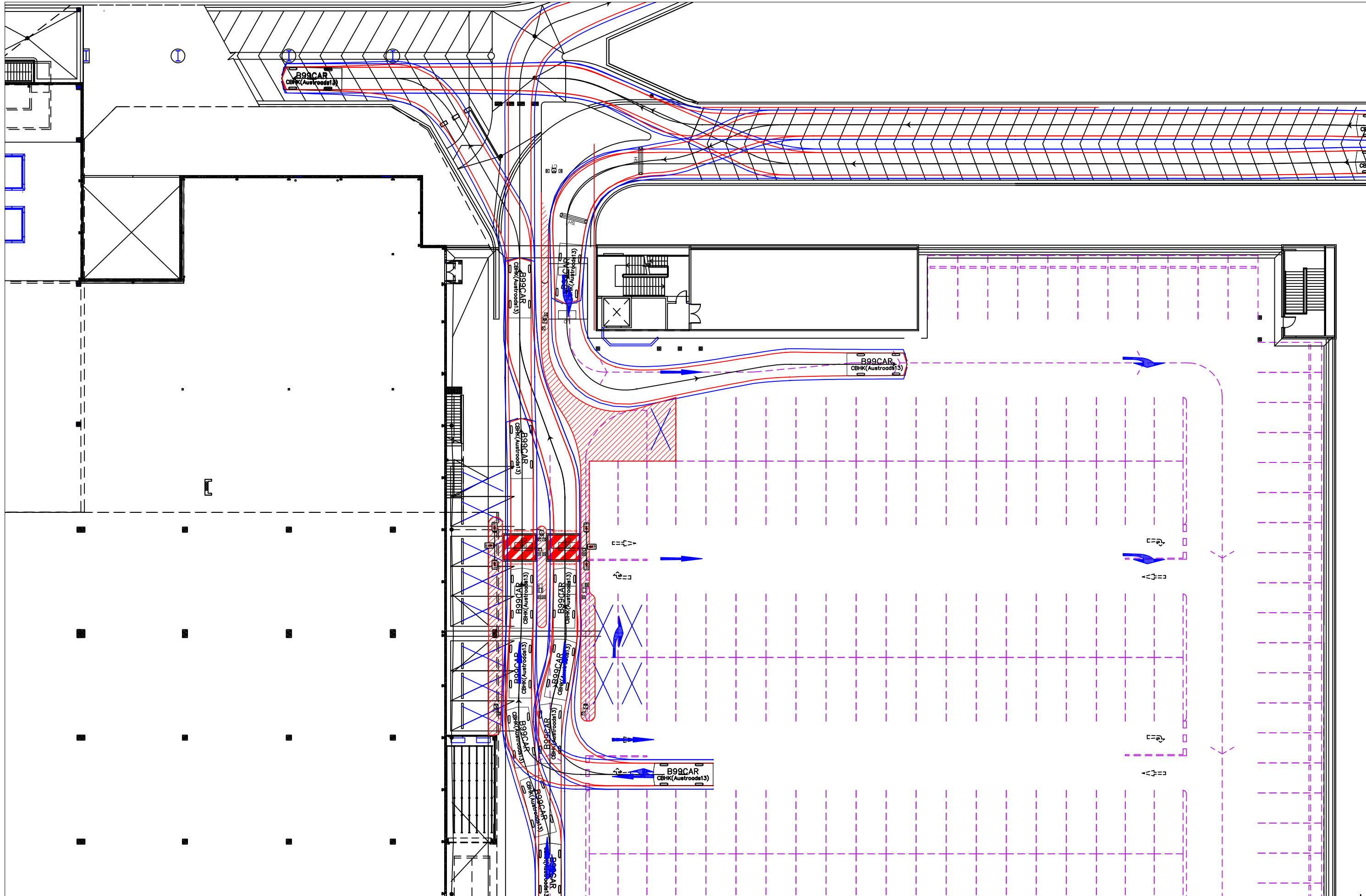


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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

**B99 PERCENTILE CAR
VEHICLE SWEEP PATHS
- LOCATION 5**

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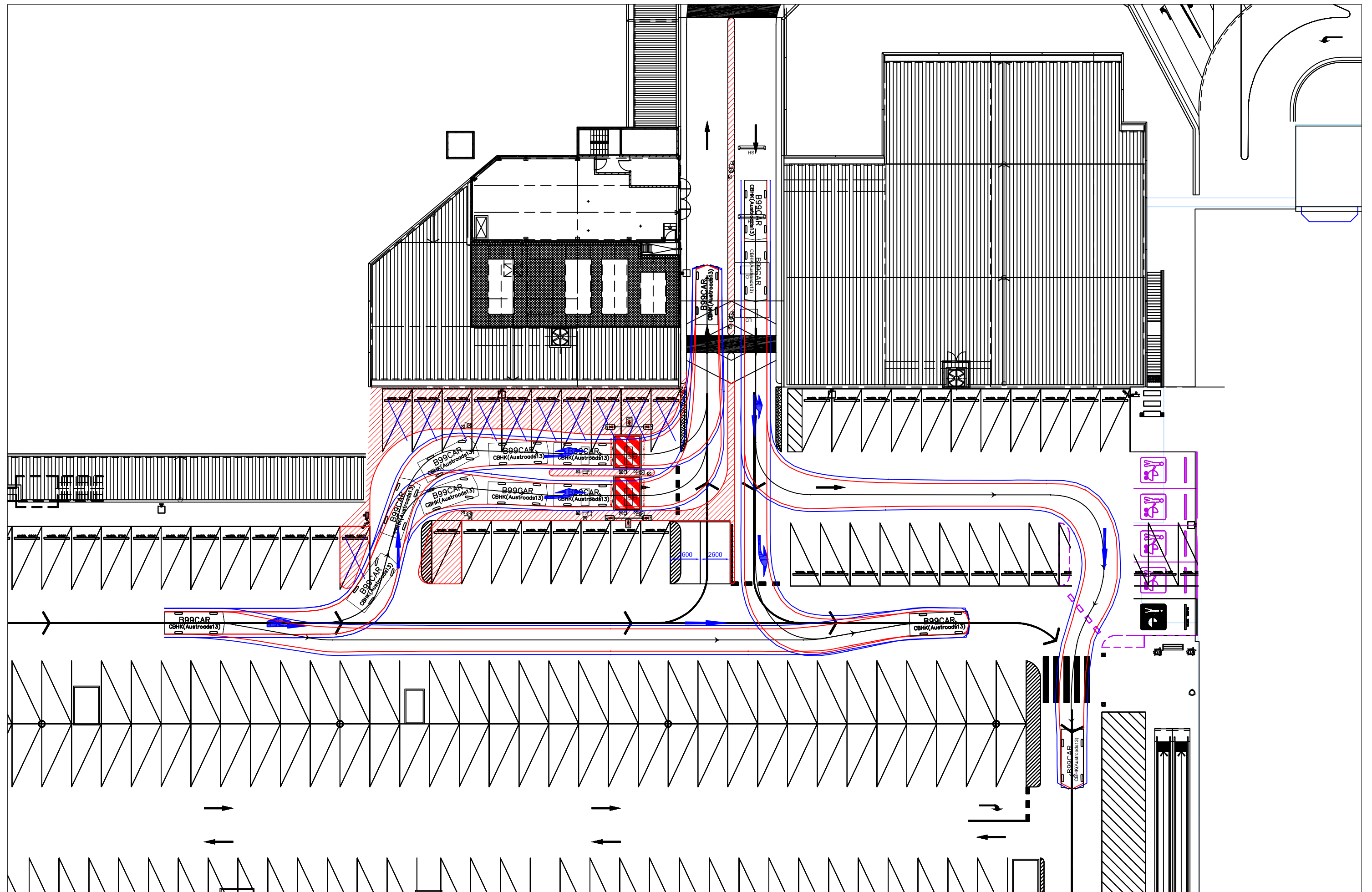
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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

**B99 PERCENTILE CAR
 VEHICLE SWEEP PATHS
 - LOCATION 6**

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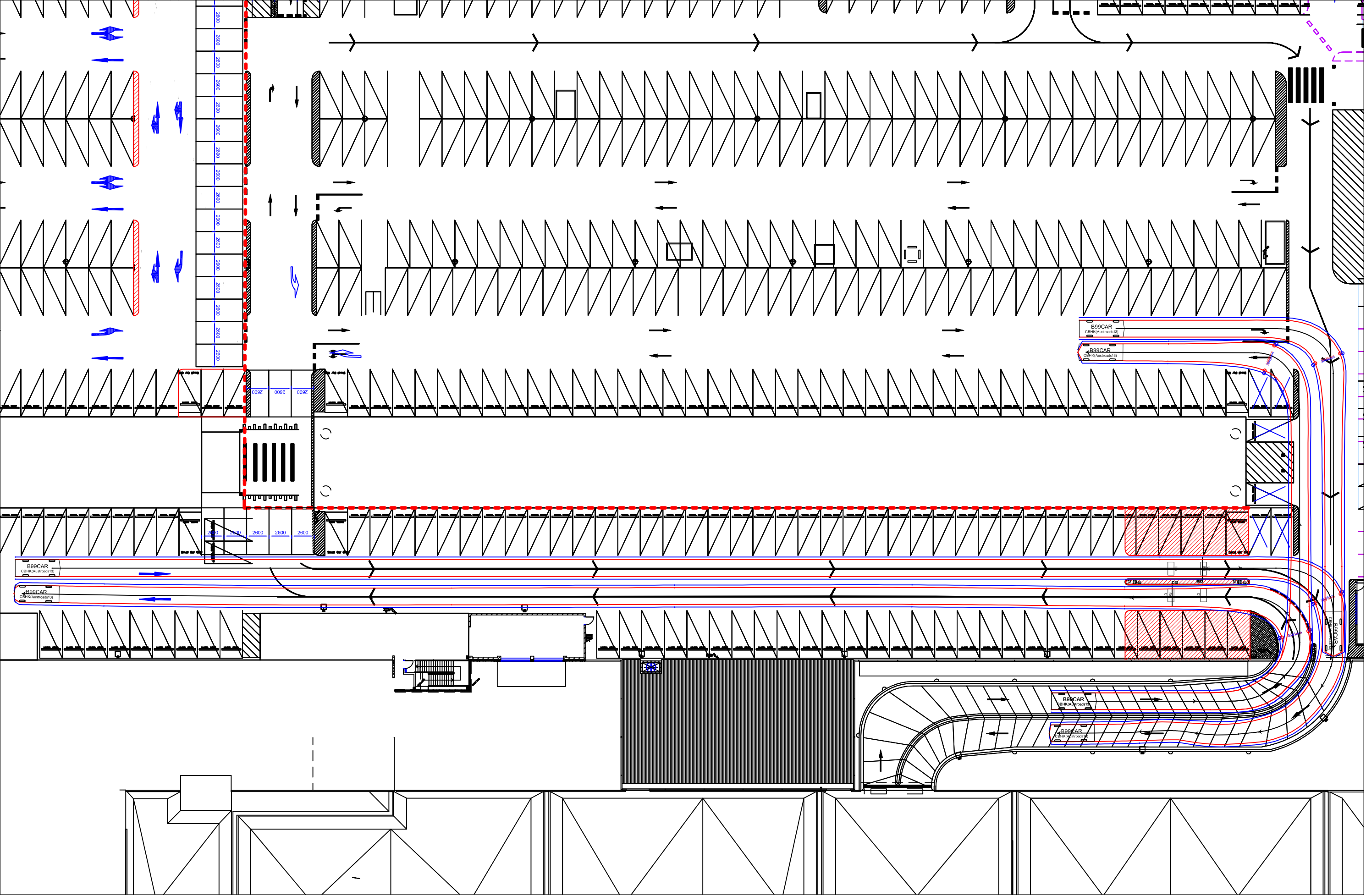
— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

**B99 PERCENTILE CAR
 VEHICLE SWEEP PATHS
 - LOCATION 7**

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SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

**B99 PERCENTILE CAR
VEHICLE SWEEP PATHS
- STAFF PARKING**

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