

Reference: #16S1109000/N137232

17 December 2018

Fivex  
Level 17, 275 Alfred Street  
NORTH SYDNEY NSW 2060

**Attention: Mr. Lesli Berger (Managing Director)**

Dear Lesli

**RE: LETTER TO ADDRESS COUNCIL COMMENTS  
511 PRINCES HIGHWAY, ROCKDALE**

This letter provides a revised assessment of changes made to the Planning Proposal to address comments provided by Bayside Council (Council) on 29 October 2018 for the land identified as the 'Transport Interchange Precinct' located on Geeves Avenue, Rockdale.

This letter should be read in conjunction with the following GTA documents:

- 180308Ltr-16S1109000 507-511 Princes Highway, Rockdale Final (Transport Addendum)
- Interchange Precinct, Greeves Avenue, Rockdale – Transport Study" (Transport Report)  
- GTA dated 31 October 2017

This letter also provides an update to the land use areas and associated traffic and parking assessment as outlined in Table 1.

**Table 1: Proposed Development (December 2018)**

| Land use    | Total size                              |
|-------------|---|
| Residential | 246 apartments                          |
| Retail      | 4,015 m <sup>2</sup> GFA <sup>[1]</sup> |
| Commercial  | 377 m <sup>2</sup> GFA <sup>[1]</sup>   |

[1] GFA = Gross floor area

Based on the land use areas in Table 1, parking rates have been recalculated considering Council's Development Control Plan (DCP) and Roads and Maritime Services (Roads and Maritime) sub-regional residential rates as shown in Table 2 and Table 3.

**Table 2: DCP Parking requirements**

| Description         | Use               | DCP parking rate  | Site 1     |                     | Site 2     |                     | Site 3     |                     |
|---------------------|-------------------|-------------------|------------|---------------------|------------|---------------------|------------|---------------------|
|                     |                   |                   | Units/ GFA | Parking requirement | Units/ GFA | Parking requirement | Units/ GFA | Parking requirement |
| Residential         | Studio            | 1 space/unit      | 25         | 25                  | 19         | 19                  | 26         | 26                  |
|                     | 1 Bed             |                   |            |                     |            |                     |            |                     |
|                     | 2 Bed             |                   | 48         | 48                  | 44         | 44                  | 53         | 53                  |
|                     | 3 Bed             | 2 spaces / unit   | 12         | 24                  | 10         | 20                  | 9          | 18                  |
|                     | Visitor           | 1 space / 5 units | 85         | 17                  | 73         | 15                  | 88         | 18                  |
|                     | Sub-Total         |                   | 114        |                     | 98         |                     | 115        |                     |
|                     | Residential Total |                   | 327        |                     |            |                     |            |                     |
| Retail / Commercial |                   | 1 space/40 m² GFA | 1,695      | 43                  | 1,746      | 44                  | 951        | 24                  |
| Individual Total    |                   |                   | 157        |                     | 142        |                     | 139        |                     |
| Precinct Total      |                   |                   | 438        |                     |            |                     |            |                     |

**Table 3: Roads and Maritime - Residential Parking Requirements (sub-regional)**

| Description                | Use     | Parking rate        | Site 1     |                     | Site 2     |                     | Site 3     |                     |
|----------------------------|---------|---------------------|------------|---------------------|------------|---------------------|------------|---------------------|
|                            |         |                     | Units/ GFA | Parking requirement | Units/ GFA | Parking requirement | Units/ GFA | Parking requirement |
| Residential                | Studio  | 0.6 spaces/unit     | 25         | 15                  | 19         | 12                  | 26         | 16                  |
|                            | 1 Bed   |                     |            |                     |            |                     |            |                     |
|                            | 2 Bed   | 0.9 spaces/unit     | 48         | 44                  | 44         | 40                  | 53         | 48                  |
|                            | 3 Bed   | 1.4 spaces /unit    | 12         | 17                  | 10         | 14                  | 9          | 13                  |
|                            | Visitor | 1 space per 5 units | 85         | 17                  | 73         | 15                  | 88         | 18                  |
| Residential Total          |         |                     | 93         |                     | 81         |                     | 95         |                     |
| Precinct Residential Total |         |                     | 269        |                     |            |                     |            |                     |

Table 3 indicates that the application of the Roads and Maritime based residential parking rates would equate to a residential parking demand of 269 car spaces across the precinct. This is less than the DCP residential car parking requirement of 327 spaces.

As outlined in the Transport Report, consideration is recommended to remove or reduce the retail parking requirement due to its proximity to the station and bus interchange. The existing retail within the site only provides minimal parking with around 25 parking spaces allocated to around 3500 square metres of retail/commercial, this equates to a rate of around one parking space to 140 square metres GFA. Due to the sites location it is anticipated that the retail component of this development would most likely service walk by trips rather than be a vehicle destination. Based on

this it is recommended the parking provision rate for the retail /commercial component be reduced or even removed. For the purpose of this assessment a reduction rate of 50 per cent has been applied, resulting in a rate of one space to 80 square metres GFA as outlined in Table 4 , this is more than the existing parking provision.

**Table 4: Retail Parking Recommendation**

| Description                             | Use | Parking rate<br>(50%<br>reduction) | Site 1        |                        | Site 2        |                        | Site 3        |                        |
|---|-----|------------------------------------|---------------|------------------------|---------------|------------------------|---------------|------------------------|
|   |     |                                    | Units/<br>GFA | Parking<br>requirement | Units/<br>GFA | Parking<br>requirement | Units/<br>GFA | Parking<br>requirement |
| Retail / Commercial                     |     | 1 space/80<br>m <sup>2</sup> GFA   | 1,695         | 22                     | 1,746         | 22                     | 951           | 12                     |
| <b>Precinct Retail/Commercial Total</b> |     |                                    | <b>56</b>     |                        |               |                        |               |                        |

This would reduce the overall parking by 56 spaces. Therefore, the entire Precinct under this Planning Proposal is likely to provide a parking supply range between 325 and 383 parking spaces.

## Council Comments

Council's comments relating to Transport and GTA's responses are as follows.

### 1. Geeves Avenue and Princes Highway Intersection

*The proposed removal of loading zones (in particular the northern side of Geeves Avenue) would need to consider the location of the next closest loading zone in proximity to the lots on the northern side of Geeves Avenue. It is noted that a loading zone is located along Geeves Lane which provides rear servicing to these lots. This loading zone is restricted to use between 10am and 3pm only.*

#### Response:

A loading space would be removed from the northern side of Geeves Avenue. It is noted that there are several loading zones located on Geeves Lane between 10am and 3pm that currently service sites 433 to 467 Princes Highway, these are located between 30 to 130 metres of the existing loading zone. The loading zone on the southern side of Geeves Avenue would be replaced with loading docks within the precinct basement.

### 2. Temporary/ final vehicle access

*A detailed explanation should be provided to clearly identify the constraints associated with providing access from the western side to the basement. The GTA response notes that the access must be provided on the northern side of the subject site to allow for heavy vehicle access to the basement, however it does not provide a clear justification as to why access from the western side of the site cannot be achieved. Again, whilst vehicle access is something that will be finalised in a future DA, Council will need to be convinced that the best and safest possible access can be achieved in any future development.*

Response:

### Temporary Access Arrangements

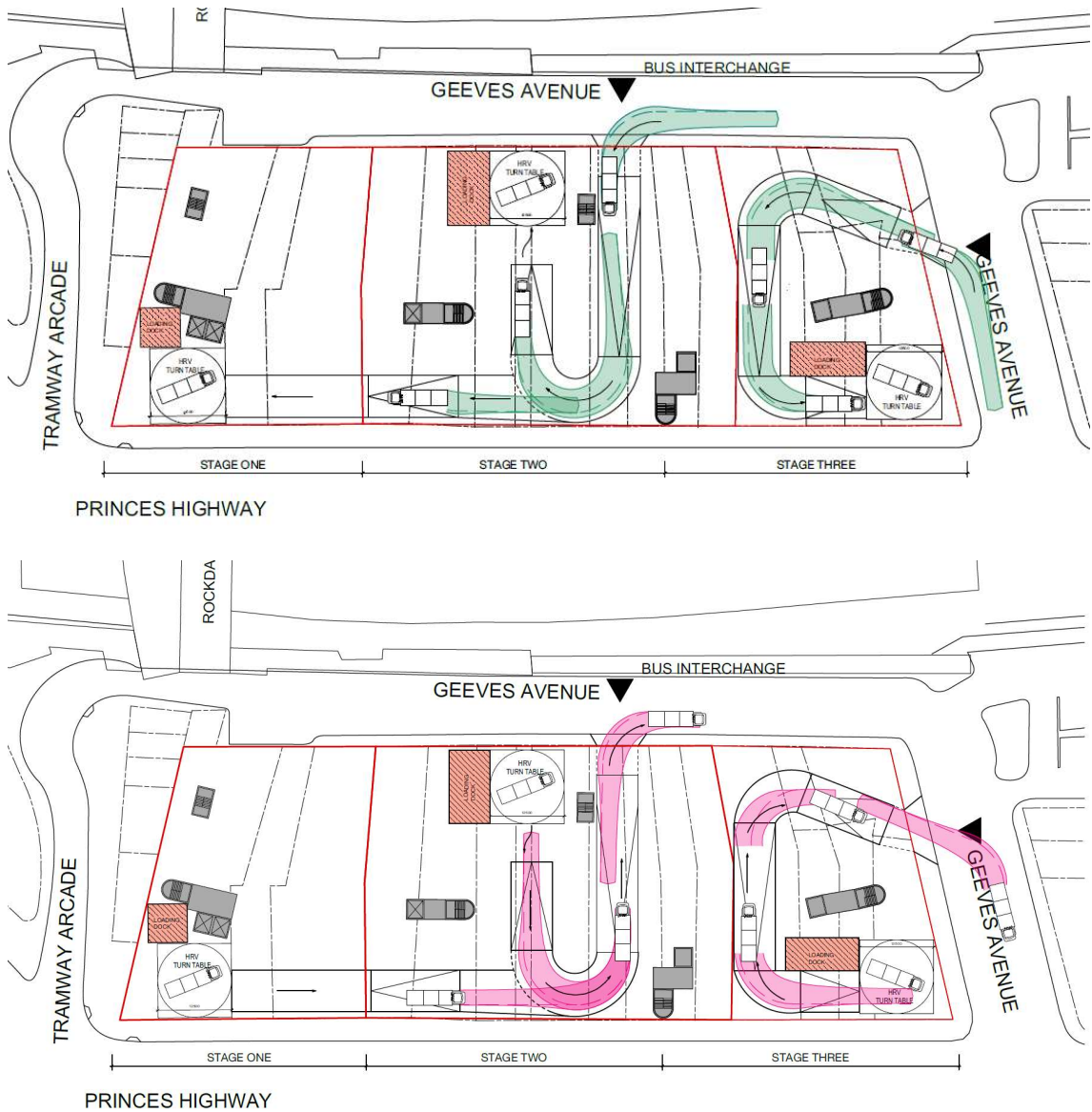
It is proposed that temporary access to all sites be achievable should they be developed separately. Sites 1 and 2 need to be provided from the western side of development until such time that the entire precinct is developed. In order to reduce the impact of the temporary access arrangements on the western side of Geeves Avenue opposite the bus interchange and station entrance it is recommended that the access location for Sites 1 and 2 be designed so that they can be combined as shown in Figure 1 and Figure 2.

**Figure 1 – Geeves Avenue temporary access Option 1 (entry and exit)**



Source: Eeles Trelease

Figure 2 – Geeves Avenue temporary access Option 2 (entry and exit)



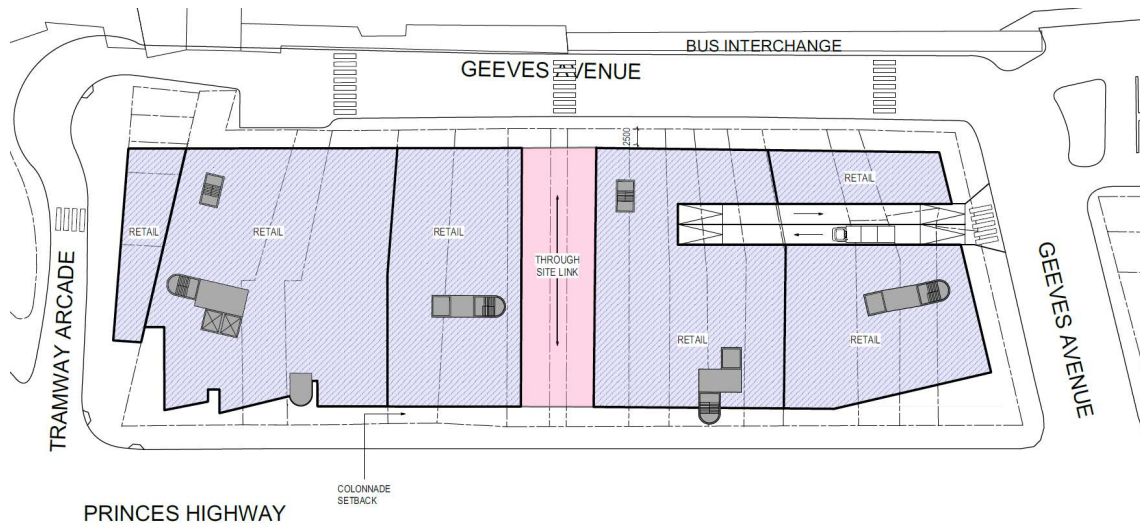
Source: Eeles Trelease

Both options provide access to all sites, the access arrangements for Sites 1 and 2 would be dependent on which site was developed first.

### Final Access Arrangements

In addition to the ramp requirements outlined in the Transport Addendum, due to the high pedestrian connectivity between the station, bus interchange and through site pedestrian link, vehicle access for the final scenario is recommended from the northern side of the precinct on Geeves Avenue as shown in Figure 3. The proposed access location reduces vehicles from the highly pedestrianised section of Geeves Avenue adjacent to the station and bus interchange therefore minimising possible pedestrian/vehicle conflicts.

**Figure 3 – Geeves Avenue final access (completed development)**



Source: Eeles Trelease

It is noted that the temporary and final access arrangements will be developed further through the development application process.

I trust this letter addresses Council's additional comments regarding traffic and transport for the Planning Proposal stage.

Should you have any queries or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

**GTA CONSULTANTS**

**Karen McNatty**  
**Associate Director**