

Parking and Access Management Plan

810 Pacific Highway, Gordon – SSD101444458

This Parking and Access Management Plan for 810 Pacific Highway, Gordon has been prepared to establish the operational framework that will apply to the management, allocation, security and separation of residential, residential visitor and non-residential parking and access arrangements within the development.

As outlined in the Transport Impact Assessment, the proposed development provides basement parking across multiple levels to service the residential and non-residential components of the mixed-use development. While the Transport Impact Assessment demonstrates compliance with the relevant parking provisions and applicable Australian Standards, this Plan sets out the operational management measures that will apply to parking, access, circulation, security and wayfinding throughout the development.

The operational measures described within this Plan are illustrated within Appendix A and supported by the operational management framework provided at Appendix B.

The Plan has been prepared having regard to the mixed-use nature of the development and the strategic transit-oriented location of the Site within the Gordon town centre.

The Plan outlines the management measures, access control systems and operational protocols that will be implemented to support the orderly operation of the mixed-use development, maintain residential amenity and safety, and ensure appropriate separation between residential and non-residential users.

Importantly, the allocation of parking spaces, access arrangements and operational management measures will also be formalised through the Strata Plan and associated Strata Management Statement, ensuring a clear, enforceable and ongoing framework for the management of residential, residential visitor and non-residential user groups over the life of the development.

1. Parking Allocation

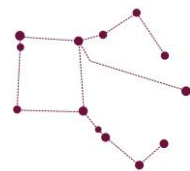
Car parking within the basement levels will be allocated to:

- Residential parking (for residents)
- Residential visitor parking
- Non-residential parking (retail/commercial)

All parking spaces will be clearly line-marked and signposted to identify their designated use.

2. Physical and Operational Separation

Residential parking areas will be located within dedicated sections of the basement levels and separated from non-residential parking areas where practicable.



While portions of the basement circulation network will remain shared, the operational management framework has been designed to ensure a clear distinction and separation between residential, residential visitor and non-residential users.

Separation will be reinforced through:

- Signage and line marking
- Wayfinding measures
- Secure access control systems
- CCTV and passive surveillance measures
- Operational management protocols administered through building and strata management arrangements.

Shared circulation aisles (where required) will be supported by clear directional signage and pavement markings to minimise conflict and ensure safe vehicle and pedestrian movement.

Indicative parking allocation, circulation and access control arrangements are illustrated at Appendix A.

3. Access Control and Security

Secure access arrangements will be implemented to restrict unauthorised access to residential parking areas, including:

- Boom gate at basement 2 entry point
- Electronic access control (e.g. swipe card, key fob, or licence plate recognition) for residents

Residential lift lobby and communal open space access will also be secured through resident-only electronic access arrangements.

Commercial patrons and visitors will not have unrestricted access to residential circulation areas or communal residential facilities.

The proposed arrangements are consistent with contemporary mixed-use development outcomes and relevant National Construction Code (NCC), fire safety and operational management requirements.

Non-residential parking areas will be accessible to customers during operating hours only.

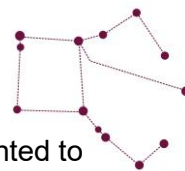
After hours, access to non-residential parking will be restricted or managed as required.

Further operational management measures are outlined within Appendix B.

4. Residential Visitor Parking Management

Residential visitor parking will be:

- Clearly identified and signposted
- Located to provide convenient access to residential lift cores



- Appropriate management measures (e.g. time limits or monitoring) may be implemented to ensure availability for genuine visitors.

5. Non-Residential Parking Management

Non-residential parking will be managed to support short-term customer use, including:

- Signage indicating parking conditions and time limits
- Potential use of ticketing or timed parking systems, if required

These spaces will be located to provide convenient access to retail, commercial and indoor recreation tenancies without encroaching on residential areas.

Non-residential parking and tenancy access arrangements will operate independently from residential parking and residential circulation areas.

Commercial tenancy access arrangements will be independently managed to ensure separation between non-residential users and residential circulation areas.

Operating hours, access controls and management protocols associated with non-residential uses will be administered by the building management and/or strata management entity.

Indicative operational separation arrangements are illustrated within Appendix A and Appendix B.

6. Signage and Wayfinding

A comprehensive signage and line marking strategy will be implemented, including:

- Directional signage at entry points and throughout basement levels
- Identification of parking zones (residential, visitor, non-residential)
- Safety signage at key conflict points (e.g. ramps and intersections)
- Signage identifying restricted residential access areas and resident-only facilities.

7. Strata Plan Allocation

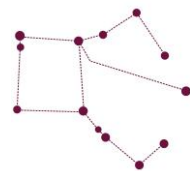
The allocation of parking spaces and operational separation arrangements will be formalised within the Strata Plan and associated Strata Management Statement.

The Strata Plan will clearly identify parking areas assigned to each user group, ensuring permanent and enforceable separation.

This will provide an enforceable operational framework to prevent misuse and ensure ongoing compliance.

The Strata Management Statement will also establish ongoing operational protocols relating to access management, security arrangements, shared circulation interfaces and management responsibilities associated with the mixed-use nature of the development.

The operational framework supporting these arrangements is outlined within Appendix B.



8. Ongoing Management

Parking and access arrangements will be managed by the building management and/or strata management entity.

Ongoing monitoring will ensure compliance with allocated parking arrangements and allow for the resolution of any operational issues.

Ongoing management responsibilities will also include monitoring of access control systems, management of shared circulation interfaces, maintenance of signage and security systems, and implementation of operational protocols relating to the separation of residential and non-residential uses.

These operational management measures are considered appropriate having regard to the mixed-use nature of the development, the strategic centre context of the Site and the integration of residential and non-residential uses commonly associated with contemporary transit-oriented development outcomes.

The proposed arrangements will ensure that residential amenity, safety, security and functionality are appropriately maintained while supporting activation, accessibility and the orderly operation of the mixed-use development over the life of the development.

Appendix B provides additional detail regarding the ongoing operational management and access control framework applicable to the development.

Appendix A – Basement Parking Allocation and Access Control Diagrams

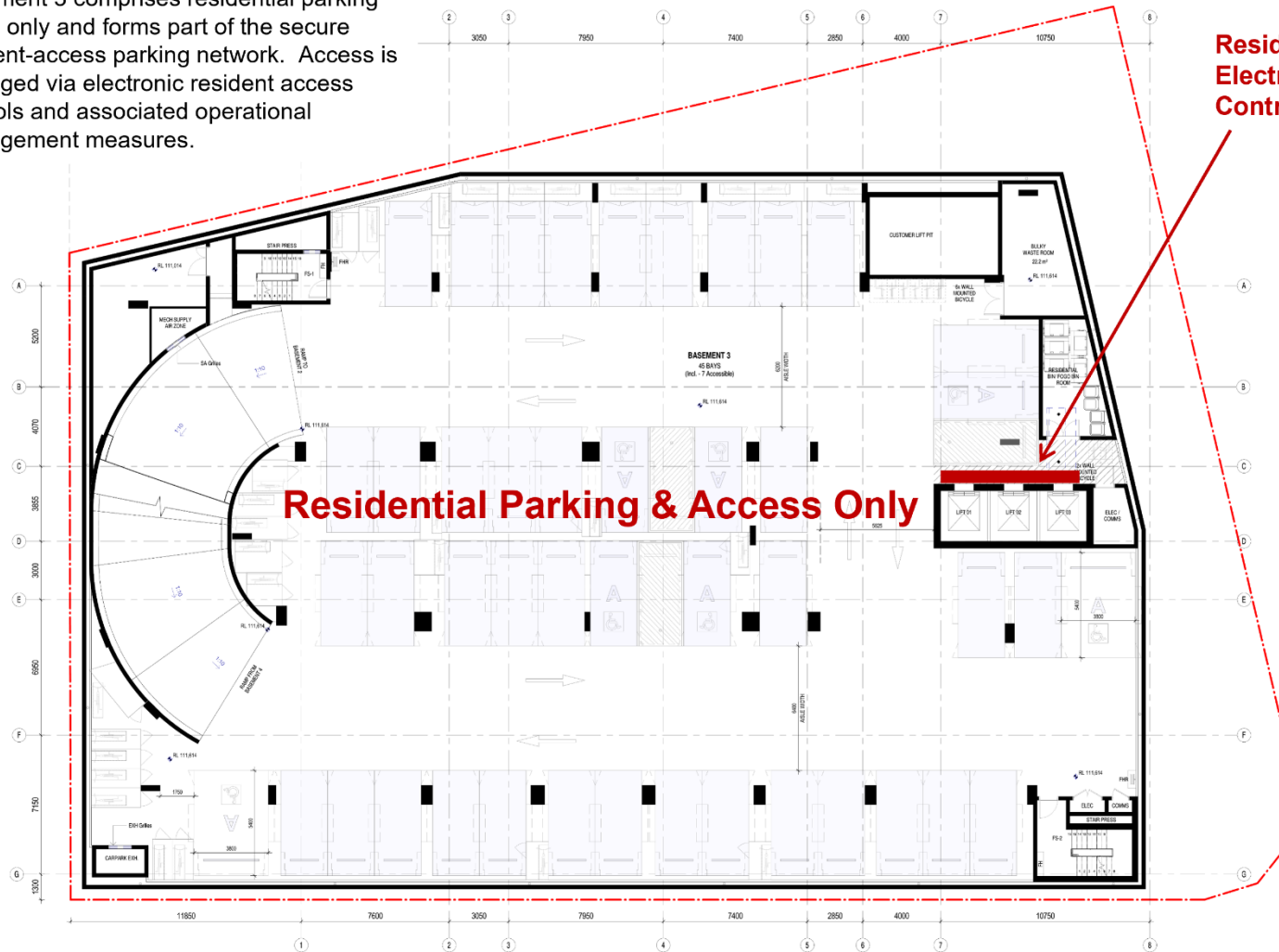
The diagrams contained within this Appendix illustrate the allocation, circulation and access control arrangements applicable to the residential, residential visitor and non-residential components of the development.

The diagrams are intended to demonstrate the operational separation and management framework that will apply to the mixed-use development and should be read in conjunction with the Parking and Access Management Plan and Appendix B Operational Management and Access Control Framework.

Basement 6 comprises residential parking areas only and forms part of the secure resident-access parking network. Access is managed via electronic resident access controls and associated operational management measures.



Basement 3 comprises residential parking areas only and forms part of the secure resident-access parking network. Access is managed via electronic resident access controls and associated operational management measures.



Residential Electronic Access Control

GENERAL NOTES

- RELEVANT STATUTORY AUTHORITIES / LEGAL GOVERNMENT & REGULATORY BUILDING STANDARDS.
- DRAWINGS FOR THE PURPOSES OF GC ONLY (NOT FOR CONSTRUCTION - CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR) AT GC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS.
- ARCHITECTURAL PLANS TO BE READ IN CONJUNCTION WITH CONSULTANTS' SPECIFICATIONS.
- COPYRIGHT OF DESIGN SHOWN HEREON IS RETAINED BY PBD ARCHITECTS AND AUTHORITY IS REQUIRED FOR ANY REPRODUCTION.
- AREA SCHEDULES SUPPLIED ARE APPROXIMATIVE ONLY - FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED.

Nominated Architect: Matthew Young - 8640

FOR APPROVAL

Rev	Date	Revision	By	CHK
1	15.04.2025	ISSUED FOR INFORMATION	BR	MY

Design Architects
PBD Architects
Structural Engineer
Van Der Meer Consulting
Civil Engineer

Mechanical, Electrical, Hydraulic & Fire Engineer

Landscape Architect

Facade Consultant

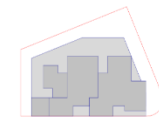
Traffic Engineer

Acoustic Consultant

Geotechnical Engine

Access Consultant

Key Plan



Client
ECOVE GROUP



Project
Mixed Use Development
810 Pacific Highway
Gordon Sydney NSW 2072
Australia

Drawing Name
DA PLANS
BASEMENT 03

Date	Scale	Sheet Size
15.04.2026	1 : 100	@ A1

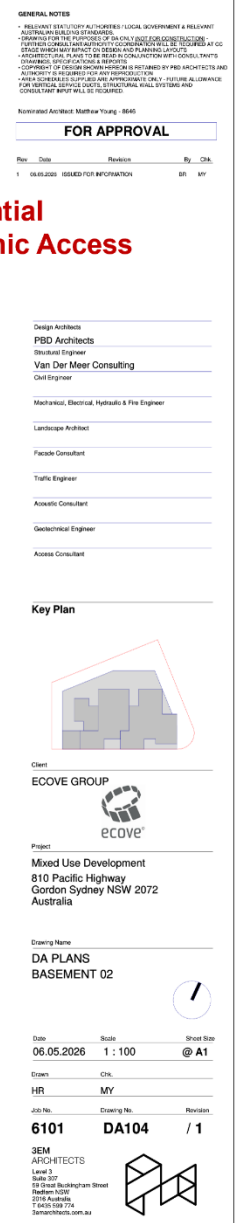
Draws	Chk.
HR	MY

Job No.	Drawing No.	Revision
6101	DA103	/ 1

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Basement 2 comprises residential, non-residential and car share parking spaces and forms part of the managed mixed-use parking network for the development. Residential and non-residential parking areas are separated through dedicated allocation arrangements and boom gate access controls. Access is managed via electronic access systems, signage and operational management measures to maintain clear separation between user groups.



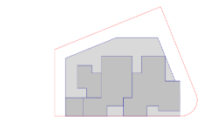
Basement 1 comprises commercial and retail parking only, servicing the Aldi tenancy. All vehicles enter and exit via Radford Place, with access managed through licence plate recognition boom gate systems and associated operational controls.

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Rev	Date	Revision	By	CHK
1	08.05.2005	ISSUED FOR INFORMATION	DR	MY

Key Plan



Drawing Name
DA PLANS
BASEMENT 01

Date	Scale	Sheet No.
06.05.2026	1 : 100	@ A1
Drawn	Chk.	
HR	MY	
Job No.	Drawing No.	Revision
6101	DA105	/ 1

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The loading dock is restricted to commercial vehicles only and provides dedicated access for deliveries, servicing and waste collection associated with the non-residential uses within the development.

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Ground Floor parking provides access to the Aldi tenancy only, with separate access arrangements for staff and customers. No residential access is provided at this level.

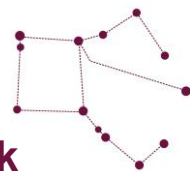
Ground Floor parking provides access to the Aldi tenancy only, with separate access arrangements for staff and customers. No residential access is provided at this level.



Level 1 incorporates separate controlled access points for commercial and residential uses, including dedicated residential lift access and an external all-weather pedestrian lift. Access is managed through secure access control systems and associated operational management measures to maintain separation between user groups.



Appendix B – Operational Management and Access Control Framework



Operational Management and Access Control Framework

1. Purpose

This Operational Management and Access Control Framework has been prepared to outline the operational measures, access controls and management protocols that will apply to the mixed-use development at 810 Pacific Highway, Gordon.

The framework is intended to support the ongoing separation, security and management of residential, residential visitor and non-residential uses within the development, including associated parking, circulation and communal access arrangements.

The framework may be further refined during detailed design and implemented through the Strata Management Statement, building management procedures and operational management protocols applicable to the development.

2. Operational Management Objectives

The operational management framework seeks to:

- maintain appropriate separation between residential and non-residential uses;
- protect residential amenity, safety and security;
- facilitate efficient operation of retail, commercial and indoor recreation uses;
- minimise potential conflicts between different user groups;
- provide clear and legible circulation and wayfinding arrangements;
- support safe vehicle and pedestrian movement throughout the development; and
- ensure the orderly operation of the mixed-use development over time.

3. Access Control Framework

Residential Areas

Access to residential areas will be restricted to residents and authorised visitors only.

Residential access control measures may include:

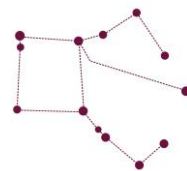
- electronic key fob or swipe card access systems;
- secure lift access controls;
- restricted access doors;
- intercom and visitor access systems;
- CCTV surveillance; and
- after-hours security management arrangements where required.

Residential communal open space areas, lift lobbies and residential circulation areas will remain resident-only areas unless otherwise authorised by building management.

Non-Residential Areas

Retail, commercial and indoor recreation tenancy areas will operate independently from residential uses.

Non-residential access arrangements may include:



- separate tenancy entry arrangements;
- customer access during approved operating hours only;
- independently managed tenancy access systems;
- after-hours access restrictions where required; and
- tenancy-specific management protocols.

Commercial patrons and visitors will not have unrestricted access to residential circulation areas or communal residential facilities.

4. Basement Parking Management

Parking areas will be managed to maintain clear distinction between:

- residential parking;
- residential visitor parking; and
- non-residential parking.

Operational management measures may include:

- boom gates;
- licence plate recognition systems;
- swipe card or key fob access;
- line marking and signage;
- designated parking zones;
- timed parking arrangements;
- CCTV monitoring; and
- strata management oversight.

Shared circulation aisles may be utilised where required, supported by directional signage, line marking and operational management measures to minimise conflict.

5. Security and Surveillance

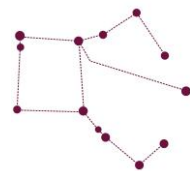
Security measures throughout the development may include:

- CCTV monitoring of basement and common areas;
- secure access-controlled entry points;
- passive surveillance through building design;
- lighting of circulation areas;
- emergency contact systems; and
- ongoing maintenance of security infrastructure.

Security systems will be maintained by the building management and/or strata management entity.

6. Signage and Wayfinding

A coordinated signage and wayfinding strategy will be implemented throughout the development, including:



- identification of residential and non-residential areas;
- directional signage for vehicles and pedestrians;
- identification of restricted access areas;
- parking allocation signage;
- safety signage at ramps and intersections; and
- tenancy identification signage.

Wayfinding measures will support clear navigation and minimise potential conflict between user groups.

7. Strata Management and Governance

The operational arrangements associated with the development will be formalised through:

- the Strata Plan;
- Strata Management Statement;
- building management procedures; and
- tenancy management protocols.

These arrangements will operate in conjunction with any future development consent conditions applicable to the development.

These documents will establish ongoing responsibilities relating to:

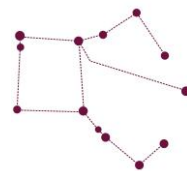
- access control management;
- maintenance responsibilities;
- security management;
- parking allocation;
- operational separation between uses; and
- dispute resolution procedures.

8. Ongoing Monitoring and Review

The building management and/or strata management entity will undertake ongoing monitoring of:

- parking operation;
- access control systems;
- security arrangements;
- shared circulation interfaces;
- signage and wayfinding effectiveness; and
- operational issues associated with mixed-use interfaces.

Where required, operational procedures may be refined over time to respond to changing tenancy arrangements, user requirements or operational needs.



9. Conclusion

The proposed operational management and access control measures are considered appropriate having regard to the mixed-use nature of the development, the strategic centre context of the Site and the integration of residential and non-residential uses commonly associated with contemporary transit-oriented development outcomes.

The framework will ensure that residential amenity, safety, security and functionality are appropriately maintained while supporting activation and mixed-use outcomes within the Gordon town centre.