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# Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27 623 918 759

Our Ref: SK/11212/jj

Transport Planning  
Traffic Studies  
Retail Studies

28 February, 2020

Crown Group  
Level 29  
1 Market Street  
SYDNEY NSW 2000

**Attention: Lani Bezzina**  
**Email: [lanibezzina@crowngroup.com.au](mailto:lanibezzina@crowngroup.com.au)**

Dear Madam,

**RE: REVIEW OF REVISED CAR PARKING ARRANGEMENTS**  
**FOR EASTLAKES SHOPPING CENTRE**  
**SOUTHERN SITE DEVELOPMENT**

1. As requested, we have reviewed the revised car parking arrangements for the southern site of the approved Eastlakes shopping centre.
2. We have reviewed the following drawings prepared by FJMT Architects, showing ground floor and basement levels 1 to 4, of the revised car park:
  - ❑ Ground Floor, 2000.0GF, Revision M01, dated 27 February 2020;
  - ❑ Basement 1, 2000.B1, Revision M02, dated 27 February 2020;
  - ❑ Basement 2, 2000.B2, Revision M02, dated 27 February 2020;
  - ❑ Basement 3, 2000.B3, Revision M02, dated 27 February 2020; and
  - ❑ Basement 4, 2000.B4, Revision M02, dated 27 February 2020.
3. We have reviewed the revised car parking arrangements in accordance with the Australian Standards for Parking Facilities (Part 1: Off-street car parking, Part 2: Off-street Commercial Vehicle Facilities and Part 6: Off-street Parking for People with Disabilities), AS2890.1-2004, AS2890.2-2002 and AS2890.6-2009.
4. No changes are proposed to the vehicular access arrangements onto Evans Avenue and Barber Avenue, compared to the project approval access arrangements. The access arrangements to basement parking and on-site loading area will be provided in accordance with the Australian Standard for Parking Facilities Part 1: Off-street car parking (AS2890.1-2004) and Part 2: Off-street commercial vehicle facilities (AS2890.2-2002).

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067  
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422  
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296  
EMAIL: [cbrk@cbrk.com.au](mailto:cbrk@cbrk.com.au)

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5. The proposed modifications to car parking arrangements include a reconfiguration of on-site parking within basement levels 1 to 4, and reconfiguration of the on-site loading dock accessed from Barber Avenue. Residential parking areas will be separated from the retail parking (residential parking will be provided on levels B3 and B4, and the retail/commercial parking will be on levels B1 and B2).
6. Inside the property line, driveways provide a maximum grade of 1 in 20 for the first six metres into the site, with clear areas for appropriate sight lines to pedestrians. Internal ramps have a maximum grade on 1 in 5 with appropriate transitions at the top and bottom of the ramps accessing the various basement levels.
7. Retail parking spaces are 2.7 metres wide by 5.4 metres long and residential parking spaces are 2.4 metres wide by 5.4 metres long. Aisle widths within the car park are a minimum width of 6.2 metres wide. Columns are set back 750mm from the front of parking spaces and parking spaces located adjacent to obstructions will be 300mm wider to provide for door opening.
8. Small car parking spaces are 2.3 metres wide by 5 metres long and motorcycle parking spaces are 1.2 metres wide by 2.5 metres long. Motorcycle parking will be provided on basement level 1.
9. Disabled parking spaces is provided in accordance with the Australian Standards AS2890.6-2009. These spaces are 2.4 metres wide by 5.4 metres long with an adjacent shared zone of 2.4 metres wide.
10. Height clearance will be 2.5 metres above disabled parking spaces and 2.2 metres elsewhere within the car park. These dimensions are appropriate, being in accordance with the Australian Standards AS2890.1-2004 and AS2890.6-2009.
11. The main loading dock off Barber Avenue has been designed to cater for service vehicles ranging from medium and large rigid trucks up to 19 metre articulated vehicles. The loading dock will service the supermarket, specialty retail and other development on the southern site (including the commercial and residential development). The service area provides four loading bays, two waste compactors and waste collection areas. In accordance with the Australian Standard AS2890.2-2002, a height clearance of 4.5 metres will be provided within the loading dock.
12. The supermarket loading bays are designed to cater for 19 metre articulated vehicles. The specialty loading bays and the waste collection areas are designed to cater for rigid trucks ranging from 8.8 metre medium rigid trucks to 12.5 metre large rigid trucks. All service vehicles will enter and exit the site in a forward direction.

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13. A residential loading zone is provided within basement level B1. The loading zone provides two loading bays suitable for vans and small rigid trucks, up to 6.4 metres in length. Access to the residential loading zones is provided to and from the southern access driveway onto Barber Avenue. In accordance with the Australian Standard AS2890.2-2002, a height clearance of 3.5 metres will be provided within the residential loading zone and within all areas accessible by service vehicles accessing the loading area. The loading dock arrangements are considered appropriate, being in accordance with the Australian Standard AS2890.2-2002.
14. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,  
COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read "Stan Kafes". The signature is written in a cursive, flowing style.

S. Kafes  
Director