
Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: JH\11301\jj

Transport Planning
Traffic Studies
Parking Studies

3 October, 2019

Vicinity Centres
Level 39
19 Martin Place
SYDNEY NSW 2000

Attention: Darren White
Email: darren.white@vicinity.com.au

Dear Sir,

**RE: PROPOSED CONVERSION OF COMMERCIAL SPACE
TO RETAIL TENANCY AT NEPEAN VILLAGE, PENRITH**

1. As requested, we are writing regarding the traffic and parking implications of the proposed conversion of the former Mortgage Choice tenancy at Nepean Village from commercial to retail. The tenancy is 71m² and is located west of the main retail building, fronting Station Street.
2. Our assessment of the implications of the proposed tenancy conversion is set down through the following sections:
 - existing conditions;
 - proposed tenancy conversion;
 - parking provision;
 - traffic effects; and
 - summary.

Existing Conditions

3. Nepean Village is on Station Street, Woodriff Street and Reserve Street at Penrith. It provides some 23,054m² and includes a supermarket, discount department store and specialty retail. Parking is provided for some 861 spaces, with vehicular access from Station Street, Woodriff Street and Reserve Street.

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

Proposed Tenancy Conversion

4. It is proposed to convert the former Mortgage Choice tenancy from commercial to retail. The tenancy is some 71m² and is in a free standing building fronting Station Street.
5. No changes are proposed to the existing access arrangements, parking provision or servicing at the centre.

Parking Provision

6. The total parking provision at the centre of 861 spaces, including the subject building, represents a provision of one space per 26.8m². The parking provision is based on a range of retail and associated uses, including health, services, restaurants and commercial uses.
7. Hence, replacement of one use by another use in a particular tenancy does not lead to the requirement to increase parking provision.
8. Part C10 of the Penrith Development Control Plan 2014 includes a parking rate of one space per 30m² for retail premises. The overall parking provision at the centre of one space per 26.8m² exceeds this rate and is therefore appropriate for the use of the subject tenancy for retail purposes.
9. We note that the DCP parking rate is one space per 100m² for business and office premises in the Penrith City Centre. The difference between the retail and commercial parking rates is less than two spaces for the proposed tenancy conversion. This difference would not be noticeable in the context of more than 800 existing spaces at the site. It is within the existing variation in daily parking demands at the centre.
10. The existing parking provision at the centre is therefore appropriate for the proposed tenancy conversion.

Traffic Effects

11. Based on RMS guidelines, the proposed tenancy conversion would have a traffic generation of some three or four vehicles per hour two-way during weekday afternoon peak hours. This is a very low traffic generation, equivalent to an average of only one vehicle every 15 to 20 minutes at peak times.
12. Such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.

Colston Budd Rogers & Kafes Pty Ltd

Summary

13. In summary, the main points relating to the traffic and parking implications of the proposed retail tenancy conversion are as follows:
- i) the proposed tenancy conversion is 71m²;
 - ii) the existing parking provision at the centre is appropriate to cater for the proposed tenancy conversion;
 - iii) the proposed tenancy conversion would have a very low traffic generation, equivalent to an average of only one vehicle every 15 to 20 minutes at peak times; and
 - iv) such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.
14. We trust the above provides the information you require. Finally, if you have any queries please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis
Director