

3 November 2021

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Attn: Christine Alexander, Senior Asset Manager

RE: P0403 – 155 St Bennett Road, St Clair – Section 4.55 Modification – Transport Statement (TS)

Dear Christine,

Ason Group has been engaged by Ringmer Pacific Management Pty Ltd to provide a Transport Assessment in support of the Section 4.55 Modification to the St Clair Shopping Centre at 155 St Bennett Road, St Clair (the Site). This Transport Statement has been prepared to address the parking and design requirements with regards to the car park refiguration and the addition of a footpath (pedestrian walkway) providing a safe pedestrian connection from the St Clair High School to the St Clair Shopping Centre car park (located north of the Woolworths shopping centre).

References

The Site is located within the Penrith LGA and subject to that Council's controls and planning documents. Key documents informing the preparation of this TS include the following:

- Penrith Development Control Plan 2014 (DCP); and
- Penrith Local Environmental Plan 2010 (LEP).

This TS also references the following Traffic Engineering and Transport Planning guidelines:

- Roads and Maritime Services (RMS) Guide to Traffic Generation Developments 2002 (RMS Guide);
- RMS Technical Direction 2013/04a – Guide to Traffic Generating Developments; Updated traffic surveys (RMS TDT 2013/04a);
- Australian Standard 2890.1:2004 Parking Facilities – Off Street Car Parking (AS 2890.1:2004);
- Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2021); and
- NSW Department of Planning, Industry & Environment, Integrated Public Transport Service Planning Guidelines 2004 (IPT Guidelines)

Furthermore, Ason Group has referenced key planning documents relating to the Site, which include:

- Ason Group, Design Statement St Clair Shopping Centre, St Clair (ref 0403I02), prepared by Ason Group, 23 February 2018 (2018 Design Assessment)

Site Context

The Site is located at 155 Bennett Road, St Clair within Penrith City Council LGA, approximately 10km south-east of the Penrith CBD and is zoned B2 'Local Centre' under Council's Local Environmental Plan 2010 (LEP).

With a total area of approximately 32,470m², the Site has frontages to Endeavour Avenue to the north, Bennett Road to the east and Botany Lane which provides the southern and western boundary.

The wider surrounding area currently consists largely of low-density residential development, with the immediate land uses comprising of Mark Leece Sporting Complex to the north, low-density residential developments to the east, St Clair Leisure Centre and Uniting Church to the south and St Clair High School to the west.

Figure 1 presents the Site location to provide an appreciation of the surrounding context and the existing conditions.



Figure 1: Site Location and Surrounding Roads

St Clair Shopping Centre – Previous S4.55 Modification Application (DA18/0190)

Ason Group has previously prepared a design statement for the latest Section 4.55 modification application for the Site (DA18/0190), approved by the Penrith City Council on 27th of April 2018. This application sought approval for a modification to the development by providing design upgrades to the existing car park by addressing congestion concerns within the Site and formalising pedestrian linkages in locations where vehicle and pedestrian traffic interact on site.

The 2018 Design Assessment undertaken by Ason Group recommended that to provide design upgrades within the car park, there would be a loss of 5 car parking spaces within the Site. However, the S4.55

modification application would reduce congestion within the car park and improve queuing impacts within the Site.

A summary of the Section S4.55 modification application is provided below:

- A total of 411 car parking spaces are provided on-site (excluding the car parking spaces near the Red Rooster restaurant);
- The Site is serviced by three (3) access driveways; including:
 - Botany Lane;
 - Endeavour Avenue; and
 - Bennett Road.
- It has been observed that the pedestrian crossing located to the west of the Site on Botany Lane (providing pedestrian connectivity to the St Clair High School) is regularly used. There is currently no formal pedestrian connection linking the St Clair Shopping Centre to the St Clair High School.

Notwithstanding, it is important to note that this Proposal seeks to reduce the car parking spaces even further (than what has been approved previously in the S4.55 modification application) to provide a formal pedestrian connection linking the St Clair Shopping Centre to the St Clair High School and reconfigure the at-grade car park.

The Proposal

The Section S4.55 modification for the Site seeks the addition of a pedestrian footpath and reconfiguration of the existing at-grade car park (to the north of the existing Woolworths shopping centre), comprising the following specific works:

- Reduction of 6 car spaces to accommodate the pedestrian walkway in the Woolworth carpark and;
- The addition of a footpath (pedestrian walkway) providing a safe pedestrian connection from the St Clair High School to the St Clair Shopping Centre car park (located north of the Woolworths shopping centre).

It is noted that no modifications to the existing shopping centre Gross Floor Area (GFA) is proposed.

Figure 223 presents a reduced scale of the proposed layout plan. A full version of the plan is provided in **Appendix A**.

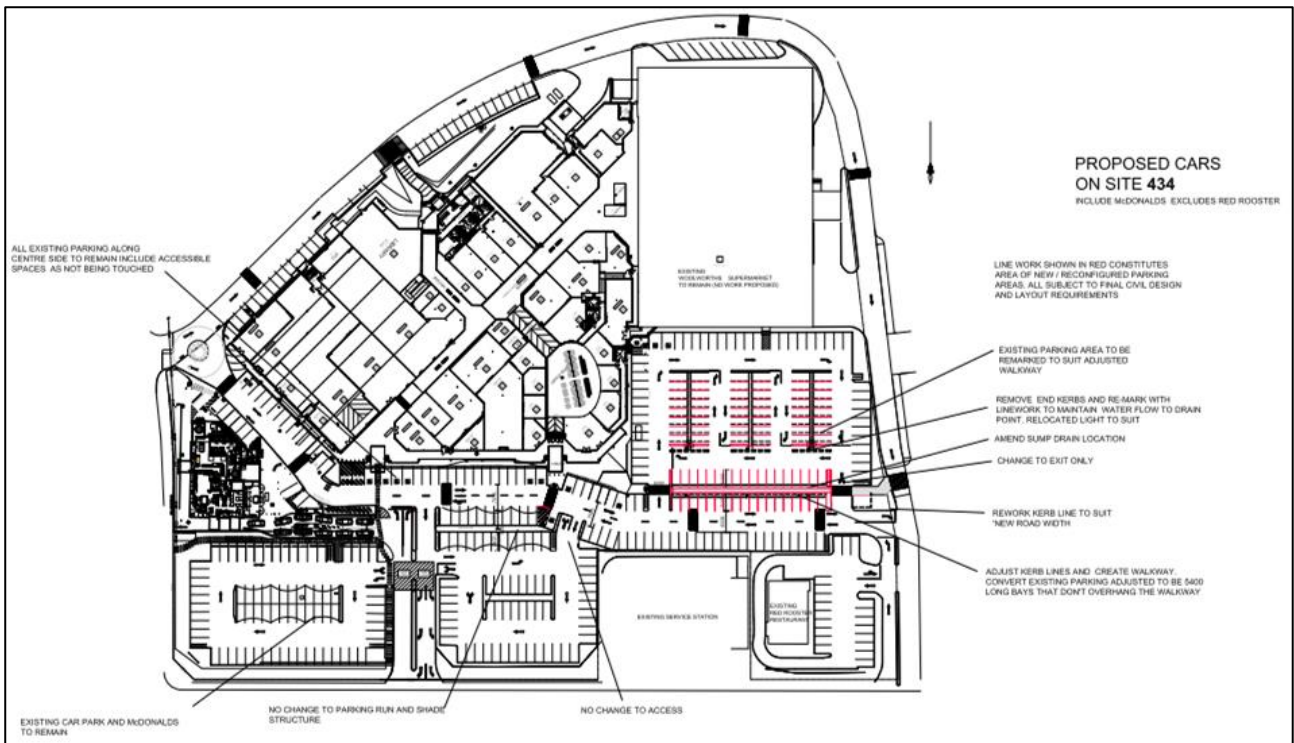


Figure 2: Proposed Site Layout

Car Parking Demand Assessment

Notably, it is evident that the modifications to the car park layout will result in a net loss of 6 car parking spaces (1.0% decrease). Of these, some parking spaces for specific User Classes are proposed to increase, including User Class 3 parking.

This is considered beneficial for the Site on the following basis:

- It achieves a greater proportion of User Class 3 spaces that reflect the parking utilisation patterns and typical duration of stay.

Notwithstanding, to assess the existing car park, Ason Group used ParKam to collect data extracted from a network of cameras within the St Clair Shopping Centre car park regarding utilisation, turnover, and demand for over 14 months. Specifically, data extracted between 11 October 2019 to 08 February 2020 has been used in this assessment to represent pre-COVID-19 conditions

It was noted from the data collected that there is low regularity when the car park is expected to reach near capacity. This is mainly because the car park is not operating near to its available capacity most of the time.

Therefore, the proposed change to the car parking numbers is supportable on parking grounds.

Design Assessment

A merit-based design assessment has been undertaken for the Proposal to provide a solution for the key issue outlined in this study. The design assessment is outlined below.

Relevant Design Standards

The amended car parking area and car parking spaces have been designed to comply with the following relevant standard:

- AS2890.1:2004 for off-street car parking areas.

The following design standard has been referenced with regard to the width of the footpath:

- Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2021).

Width of Proposed Pedestrian Path

With regards to the design criteria, it is noted that the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2021) requires a minimum width of 1.0m for pedestrian footpaths at constrained locations. The width of the proposed pedestrian footpath as indicated in **Appendix B** is 1.2m, complying with and exceeding the minimum requirements set out in the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2021).

Light Vehicle Car Park Design

The car park amendments are consistent with the existing car park layouts and in some circumstances provide superior design dimensions (parking and aisle widths), resulting in an improved outcome for the Site. Notwithstanding, a detailed review of the car park and related areas has been undertaken and the following characteristics are noteworthy:

- Spaces allocated for User Class 2 and are to be provided with a minimum space length of 5.4m, a minimum width of 2.5m and minimum aisle width of 5.8m (for two-way traffic flow); and
- Spaces allocated for User Class 3 and are to be provided with a minimum space length of 5.4m, a minimum width of 2.6m and minimum aisle width of 5.8m (for two-way traffic flow).

It is expected that any detailed construction drawings in relation to any modified areas of the car park would comply with these Standards. Furthermore, compliance with the above Standards would be expected to form a standard condition of consent to any S4.55 development approval.

Summary and Conclusions

Ason Group has undertaken a parking and design assessment for the impact of the reconfiguration of the existing car park and proposed footpath addition at the St Clair Shopping Centre. The key findings of our assessment are summarised below:

- The loss of 6 car parking spaces to accommodate the construction of a new footpath is supportable on the basis that the amended design of the new spaces will reflect the parking utilisation patterns and typical

duration of stay. Furthermore, surveys have indicated that the existing car park is not operating at its full capacity most of the time.

- This design is considered a significant improvement on the existing car park arrangement which seeks to improve traffic flow/efficiency and better manage pedestrian connectivity.

We trust the above is of assistance and please contact the undersigned if you wish to discuss matters further.

Yours sincerely,



Wendy Zheng

Senior Traffic Design Engineer

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Appendix A. Proposed Site Layout

ISSUE	AMENDMENT	DATE	CHK'D
A	ISSUED FOR DISCUSSION	11.05.21	

PROPOSED CARS ON SITE 434

INCLUDE McDONALDS EXCLUDES RED ROOSTER

ALL EXISTING PARKING ALONG CENTRE SIDE TO REMAIN INCLUDE ACCESSIBLE SPACES AS NOT BEING TOUCHED

EXISTING WOOLWORTHS SUPERMARKET TO REMAIN (NO WORK PROPOSED)

LINE WORK SHOWN IN RED CONSTITUTES AREA OF NEW / RECONFIGURED PARKING AREAS. ALL SUBJECT TO FINAL CIVIL DESIGN AND LAYOUT REQUIREMENTS

EXISTING PARKING AREA TO BE REMARKED TO SUIT ADJUSTED WALKWAY

REMOVE END KERBS AND RE-MARK WITH LINEWORK TO MAINTAIN WATER FLOW TO DRAIN POINT. RELOCATED LIGHT TO SUIT

AMEND SUMP DRAIN LOCATION

CHANGE TO EXIT ONLY

REWORK KERB LINE TO SUIT 'NEW ROAD WIDTH

ADJUST KERB LINES AND CREATE WALKWAY. CONVERT EXISTING PARKING ADJUSTED TO BE 5400 LONG BAYS THAT DON'T OVERHANG THE WALKWAY

EXISTING CAR PARK AND McDONALDS TO REMAIN

NO CHANGE TO PARKING RUN AND SHADE STRUCTURE

NO CHANGE TO ACCESS

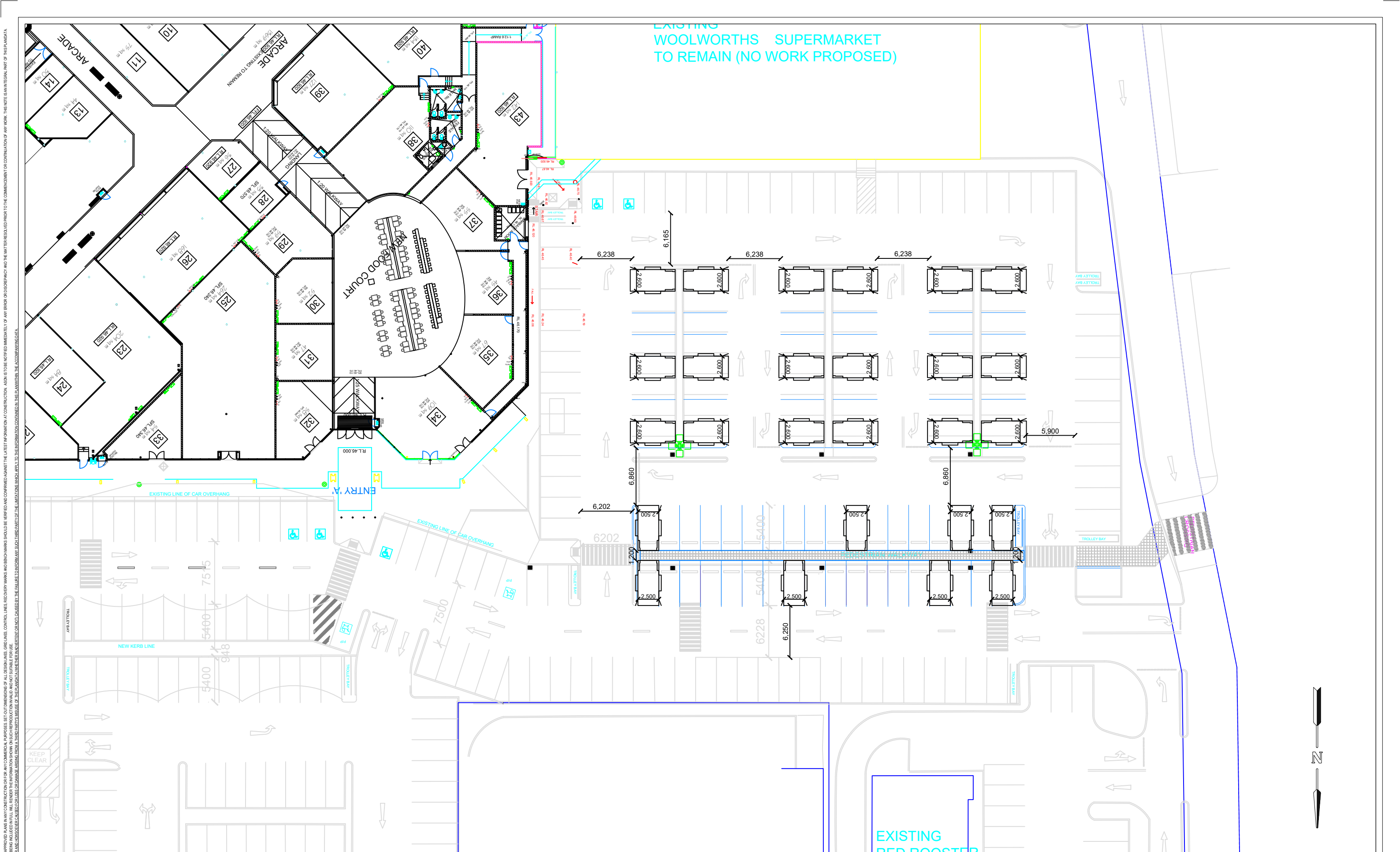
EXISTING SERVICE STATION

EXISTING RED ROOSTER RESTAURANT

OPTION 3

CONCEPT SITE PLAN

Appendix B. Design Review



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
 Base Plan prepared by Leffler Simes Architect, received 13.09.2021.
 The dark blue lines in the drawing represent updates to the car park design while the grey lines represent the existing car park.

DESIGNED Osama Hashmi	PAPER SIZE A3
APPROVED BY D. CHOI	DATE 25.08.2021
SCALE 1:400	0 4 8

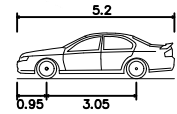
CLIENT Ringer Pacific Management Pty Ltd
PROJECT 0403 155 Bennett Road, St Clairs

DOCUMENT INFORMATION	
DESIGN REVIEW	
CAR PARK ASSESSMENT	
FILE NAME AG0403-06-v1.dwg	SHEET AG01

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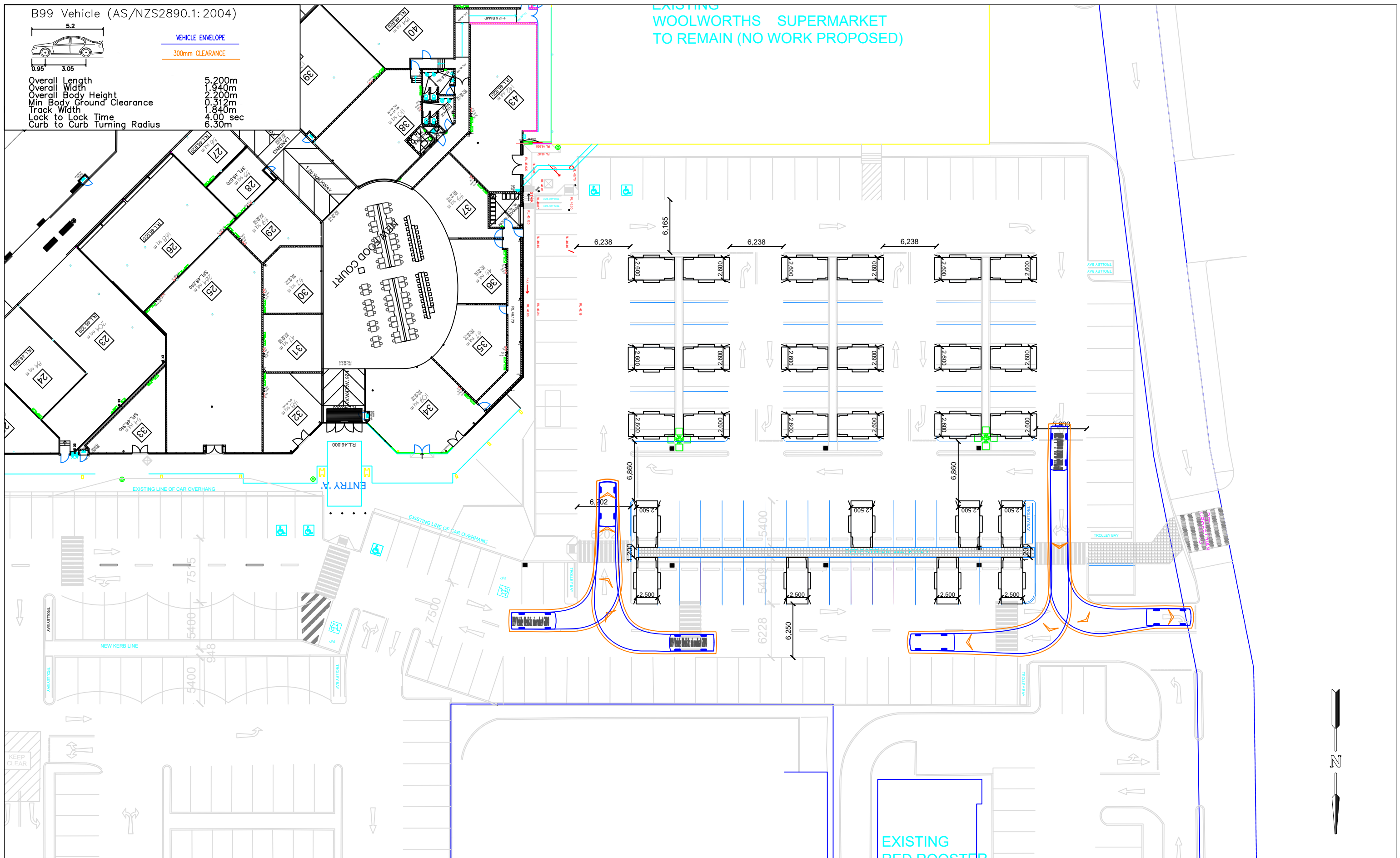
B99 Vehicle (AS/NZS2890.1: 2004)



VEHICLE ENVELOPE
300mm CLEARANCE

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min. Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m

EXISTING WOOLWORTHS SUPERMARKET TO REMAIN (NO WORK PROPOSED)



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Leffler Simes Architect, received 13.09.2021.
The dark blue lines in the drawing represent updates to the car park design while the grey lines represent the existing car park.
Swept path assessments completed at 10 km/h and 300mm clearance.

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APPROVED BY D. CHOI	DATE 25.08.2021
SCALE 1:400	0 4 8

CLIENT Ringer Pacific Management Pty Ltd
PROJECT 0403 155 Bennett Road, St Clairs

DOCUMENT INFORMATION DESIGN REVIEW SWEPT PATH ASSESSMENT
FILE NAME AG0403-06-v1.dwg
SHEET AG02

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