

10 September 2020

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Home Consortium

Via email: [meraz.hossain@home-co.com.au](mailto:meraz.hossain@home-co.com.au)

Attention: Meraz Hossain

## 72 - 82 Mulgoa Road, Penrith

### Transport Impact Assessment

Dear Meraz,

### Introduction

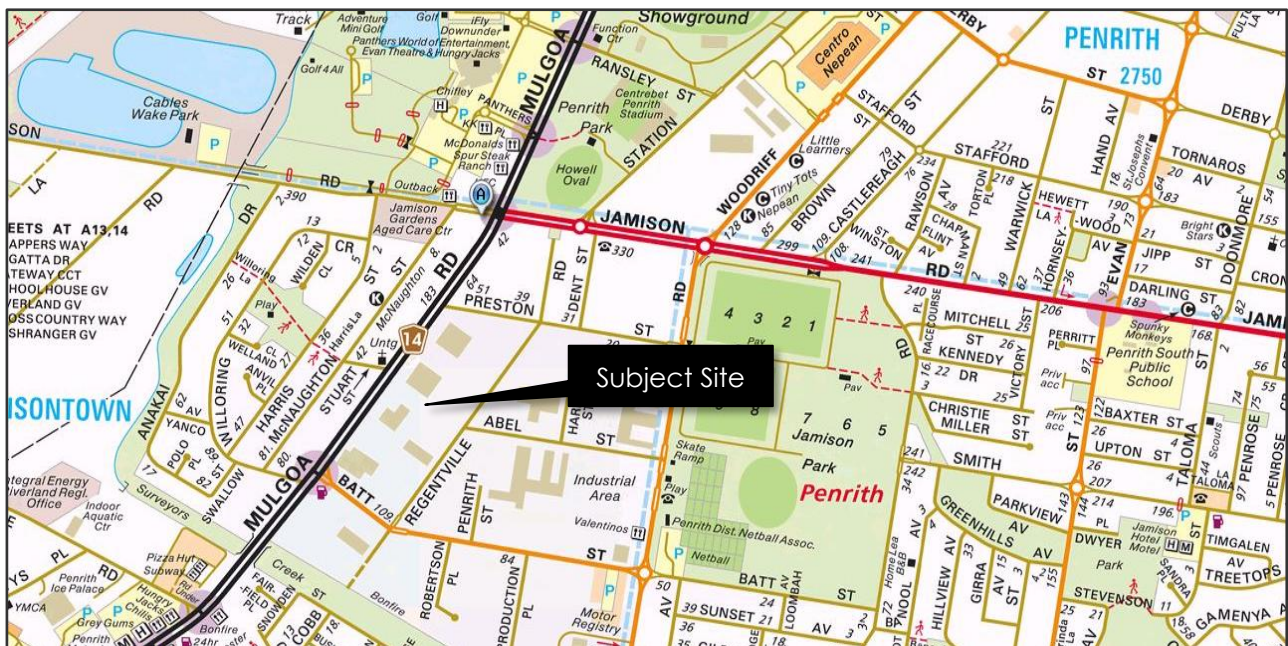
onemilegrid has been requested by Home Consortium to undertake a Transport Impact Assessment to assess the implications of the proposed change of use for Tenancy 5 and the addition of a childcare centre within the Penrith Home Co site at 72 - 82 Mulgoa Road, Penrith.

As part of this assessment, a desktop inspection has been undertaken with due consideration of the development proposal and relevant background reports / previous permits have been reviewed.

### Existing Conditions

The subject tenancy is located within the Penrith Home Co Centre, which is located between Mulgoa Road and Regentville Road, as shown in Figure 1.

**Figure 1 Site Location**



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Land use in the immediate vicinity of the site is mixed in nature, and includes a combination of medium density residential, large scale commercial and industrial uses, as well as outdoor sporting fields.

The site is located within a Business Development Zone (B5) which is subject to the Penrith City Development Control Plan.

**Figure 2 Site Context (29 October 2019)**



Copyright NearMap

## Home Co Penrith

Home Co Penrith is a retail centre which comprises a number of tenancies which operate out of one building on the northern portion of the site with a shared car park on the southern portion. Primary access to the site is provided via Mulgoa Road from the west and Regentville Road from the east. The at-grade car park contains in the order of 345 spaces (including trolley bays and trailer bays) for use by staff and visitors.

A second development, just to the south of the Home Co car park is also accessed via Mulgoa Road, and comprises a number of tenancies which are complimentary to the Home Co centre, with its own shared car parking area.

## Existing Car Parking

As part of the original Masters proposal a number of use specific elements were introduced into the car park including trolley bays, trailer parking spaces and a drive through trade yard. The Home Co centre does not require these elements and as such the proposed on-site car parking provision has been increased to 365 car spaces.

## Proposal

### Overview

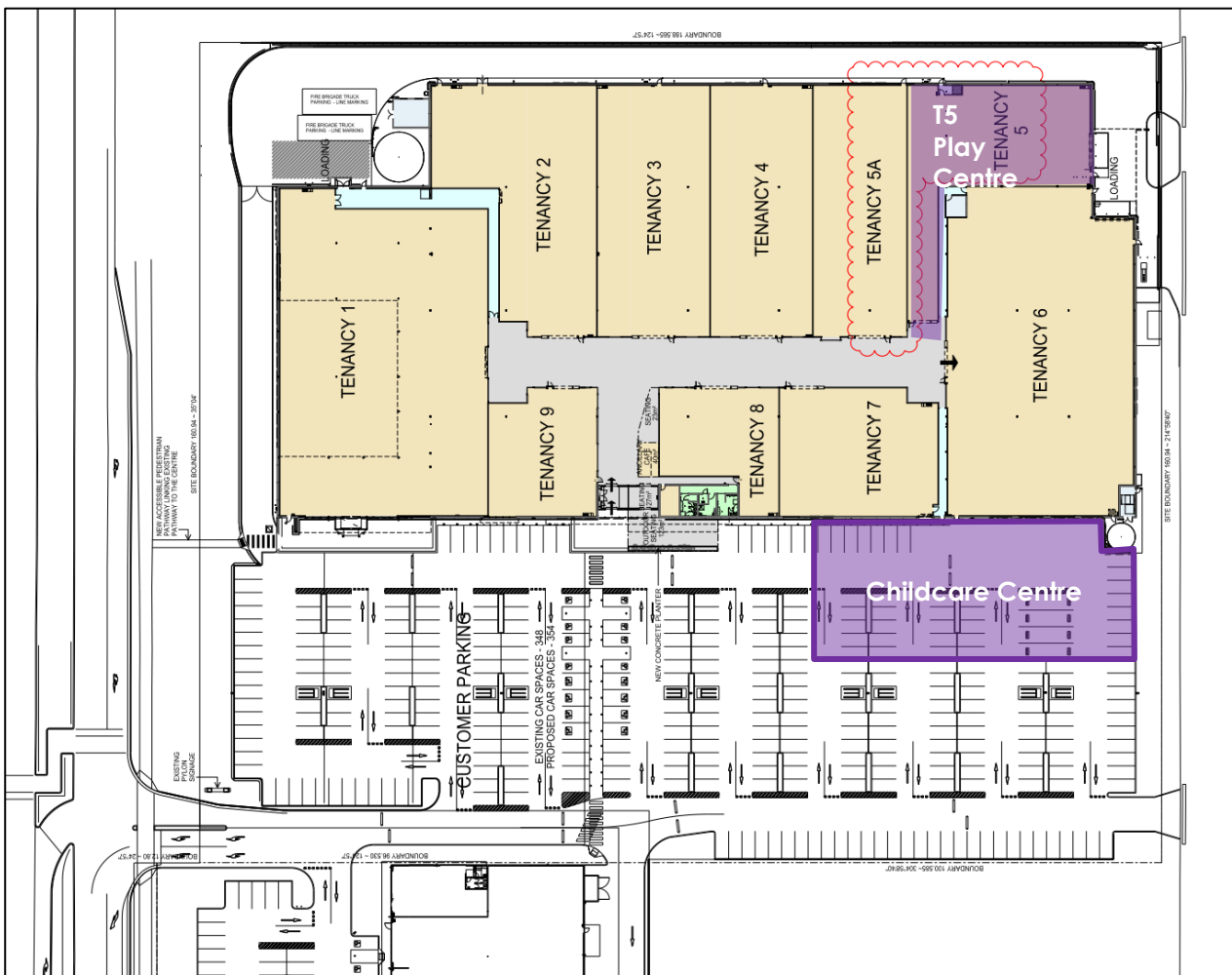
This report has been prepared to assess the application for a change of use for Tenancy 5 within the Home Co building as well as a separate application for a childcare centre to be located within the existing car parking area. As each application will impact on the car parking conditions across the site, this report assesses each application concurrently.

Within the Home Co building, the subject tenancy is referred to as T5 and is located in the northeast corner of the centre. The subject tenancy has a floor area of 863 m<sup>2</sup> and is approved as a specialised retail premises land use. The application seeks to change the use to a children's play centre.

Within the car parking area, it is proposed to construct a childcare centre in the northeast corner of the car park.

A view of each of the application areas is provided in Figure 3.

**Figure 3 Application Areas**



### Application Specifics – Tenancy 5 (Play Centre)

This application seeks to amend the existing approval across the site to allow for a new land use, coinciding with the repurposing of tenancy T5 for purposes as a child play centre (indoor recreational facility). The facility will accommodate up to 150 patrons and will be serviced by 15 staff. The play centre is to be operated by Chipmunks Playland and Café.

### Application Specifics – Childcare

This application seeks to construct a childcare centre within the southern portion of the existing car park. The new centre will accommodate a total of 110 children.

All other tenancies will remain as permitted.

### Car Parking & Access

As part of the childcare centre proposal, a loss of car spaces will result. It is estimated that 69 spaces will be removed to facilitate the childcare centre reducing the overall supply to 296 car spaces (after allowing for the inclusion of the spaces from removal of the trolley bays etc).

Access to the site will remain as is, with some minor adjustments to the car parking layout proposed to facilitate the construction of the childcare centre. These include the provision of circulation paths around the childcare building for vehicles including a small rigid vehicle for deliveries. The small rigid vehicle is akin to a Coles / Woolworths delivery vehicle.

The following has been prepared to assess both applications concurrently.

## **Bicycle Parking Considerations**

The bicycle parking requirements for the subject site are identified in the Planning Guidelines for Walking and Cycling (NSW Government, 2004), which specifies the following requirements for an indoor recreation and childcare centre use:

- 0.03 - 0.05 multiplied by the number of staff for **staff** use; and
- 0.05 - 0.1 multiplied by the number of staff for **visitor** use.

It is expected that the play centre will have 15 staff and the childcare centre will have 22 staff thus there would be a requirement for a maximum of:

- 2 space for staff; and
- 4 spaces for visitors.

Based on these calculations, the proposals will generate a requirement to provide 6 additional bicycle parking spaces which can be readily accommodated on-site.

## **Car Parking Considerations**

### Statutory Car Parking Requirements

The car parking provision requirements relevant to the proposal are generally set out in Section C10 of the Penrith City Development Control Plan 2014 (DCP 2014). C10 of the DCP states:

*"For existing developments, a new use must not commence, or the floor area increased until the required car park spaces have been provided on the site, corresponding to the land use outlined in Table C10.2"*

### Play Centre

In this regard, it is noted that a child play centre (recreational facility) is not included within Section C10 of the DCP, and as such, the following clause is noted:

*"In the absence of specific requirements relevant to particular developments, the parking requirements in the RTA's "Guide to Traffic Generating Developments" (as updated) and Australian Standard AS 2890.1 and 2 – 2004 should be referred to as a guide. In the absence of all data, the applicant should revert to the use of first principles."*



The RTA Guide to Traffic Generating Developments does not include a car parking rate for recreational facilities such as the proposed child play centre. As such, a car parking demand assessment has been undertaken and is outlined below.

### Child Care Centre

Within the DCP, there is a requirement to provide 1 space per 10 children plus 1 per employee plus provision for any dwelling. Based on the 110 children and 22 staff, a resulting requirement for 33 spaces eventuates.

For comparison purposes, it is noted that the RMS Guide to Traffic Generating Developments ('the RMS Guide') and the Child Care Planning Guideline ('the Guideline') recommends a car parking ratio of 1 space/4 children. This equates to 28 spaces which is generally in line with the above.

## Car Parking Demand Assessment

### Existing Car Parking

The approved development includes a significant level of car parking on-site. The development is permitted to operate as 'Bulky Goods Premises' which under the C10 requirements of the Penrith City DCP has an existing parking requirement as per Table 1 below.

**Table 1 Penrith City DCP Car Parking Requirement – Existing**

Use	Tenancies	Area*	Car Parking Requirement	Car Parking Requirement
Bulky Goods Premises	T5	863m <sup>2</sup>	1 space per 50m <sup>2</sup> GFA	17 spaces
	Remaining	10,739m <sup>2</sup>		215 spaces
<b>Total</b>				<b>232 spaces</b>

\* Floor area calculations exclude the mall, common areas and the ancillary kiosks (1,321m<sup>2</sup>).

It is noted that additional to the above, the Home Co Centre includes a small café which is operating ancillary to the overall centre as such is only expected to generate an additional demand for staff car parking.

Considering the provision of 365 spaces on-site, a surplus of 133 spaces ensues across the site.

### Alternative Rate - Indoor Recreation Facility

As noted above, there is no specific rate listed within Part C10 of the DCP for the child play centre although a rate is listed for recreation facility (indoor).

This use triggers a requirement for 7 spaces per 100 sqm which equates to a requirement for 60 car spaces.

### Empirical Assessment – Play Centre

Funtopia is a new format indoor play space for children. Similar to Chipmunks, these play centres are becoming increasingly popular, with a number of new centres opening across Australia.

Funtopia have an existing facility in Maribyrnong, Victoria (98 Hampstead Rd) which will be largely similar to the Chipmunks which is to be introduced at the subject site. Funtopia and Chipmunks centres require patrons to book in advance with limited 'walk-ins' permitted. This ensures the operators can manage patronage across the day, further ensuring that maximum occupancies are not exceeded.

To determine the likely car parking generation characteristics of the centre, interview travel surveys undertaken by the Traffix Group have been sourced. The Traffix Group undertook mode of travel

surveys of patrons arriving at the site to establish the existing mode of travel characteristics and parking generation rates of patrons. The surveys were undertaken on a weekday and weekend and revealed car parking generation rates of 0.26 – 0.27 spaces per patron.

Application of the upper rate of 0.27 spaces per patron to the 150 patrons equates to a demand for 41 car spaces. With regard to staff, due to the nature of the operation, a number of staff are dropped off or catch public transport. In light of this it will be assumed that of the 15 staff, 60% drive equating to a demand for 9 spaces.

As such, it is expected that the proposed Chipmunks use will generate a demand for up to 50 car parking spaces.

As noted, the existing use has a requirement for 1 space per 50 square metres equating to 17 spaces. Therefore, the proposed play centre is expected to generate an additional demand for 33 car spaces.

## Review of Car Parking Provision

Based on the foregoing assessment, it is projected that the proposed change in use of Tenancy 5 will generate a demand for an additional 33 spaces whilst the new childcare centre will also generate a demand for 33 spaces resulting in a total additional demand for 66 spaces plus the 69 spaces removed as part of the childcare centre.

A review of the car parking across the site is detailed below to confirm the suitability of parking.

**Table 2 On-Site Car Parking Review**

	Area / Size*	Car Parking Requirement	Car Parking Provision	Surplus / Shortfall
Existing Approval	11,602m <sup>2</sup>	232 spaces	345 spaces	+113 spaces
Consolidation of Parking (removal of trolley bays etc)	-	-	+ 20 spaces	
<b>Current Conditions</b>	<b>11,602m<sup>2</sup></b>	<b>232 spaces</b>	<b>365 spaces</b>	<b>+133 spaces</b>
Application 1 – Play Centre				
Removal of T5	863m <sup>2</sup>	-17 spaces	-	-33 spaces
Change of Use to T5		+50 spaces		
<b>Sub-total as a result of T5</b>	<b>-</b>	<b>265 spaces</b>	<b>365 spaces</b>	<b>+100 spaces</b>
Application 2 – Childcare Centre				
Removal of Car Parking	-	-	-69 spaces	-102 spaces
Childcare Centre	110 places	+33 spaces		
<b>Total</b>		<b>298 spaces</b>	<b>296 spaces</b>	<b>-2 spaces</b>

\* Floor area calculations exclude the mall, common areas and the ancillary kiosks (1,321m<sup>2</sup>).

Based on the above assessment, it is estimated that assuming that each component of the development was operating at capacity at the one time that there would be a shortfall of 2 spaces across the site. It is noted that this is a conservative assessment as it assumes each component generally peaks at the same time and individually. In reality it is likely that there will be crossover between uses and some will peak at different times of the day. In this regard, the modest shortfall of just 2 spaces is considered acceptable.

## Car Park Design

The design of the car park has been reviewed and is considered appropriate. Suitable access is available throughout the car parking area with swept paths included attached to demonstrate circulation for a B99 design vehicle and a SRV truck.

The tandem spaces are an efficient use of the car park with staff directed to park in those spaces which will ensure they are appropriately used.

## Conclusions

As part of the assessment undertaken above, it is considered that the proposed amendments are satisfactory and will not impact on the car parking conditions across the centre with suitable levels of parking available for all users.

Please do not hesitate to contact Valentine Gnanakone on 0418 592 383 or at [val.gnanakone@onemilegrid.com.au](mailto:val.gnanakone@onemilegrid.com.au) should you wish to discuss the above.

Yours sincerely



Valentine Gnanakone

**Director**

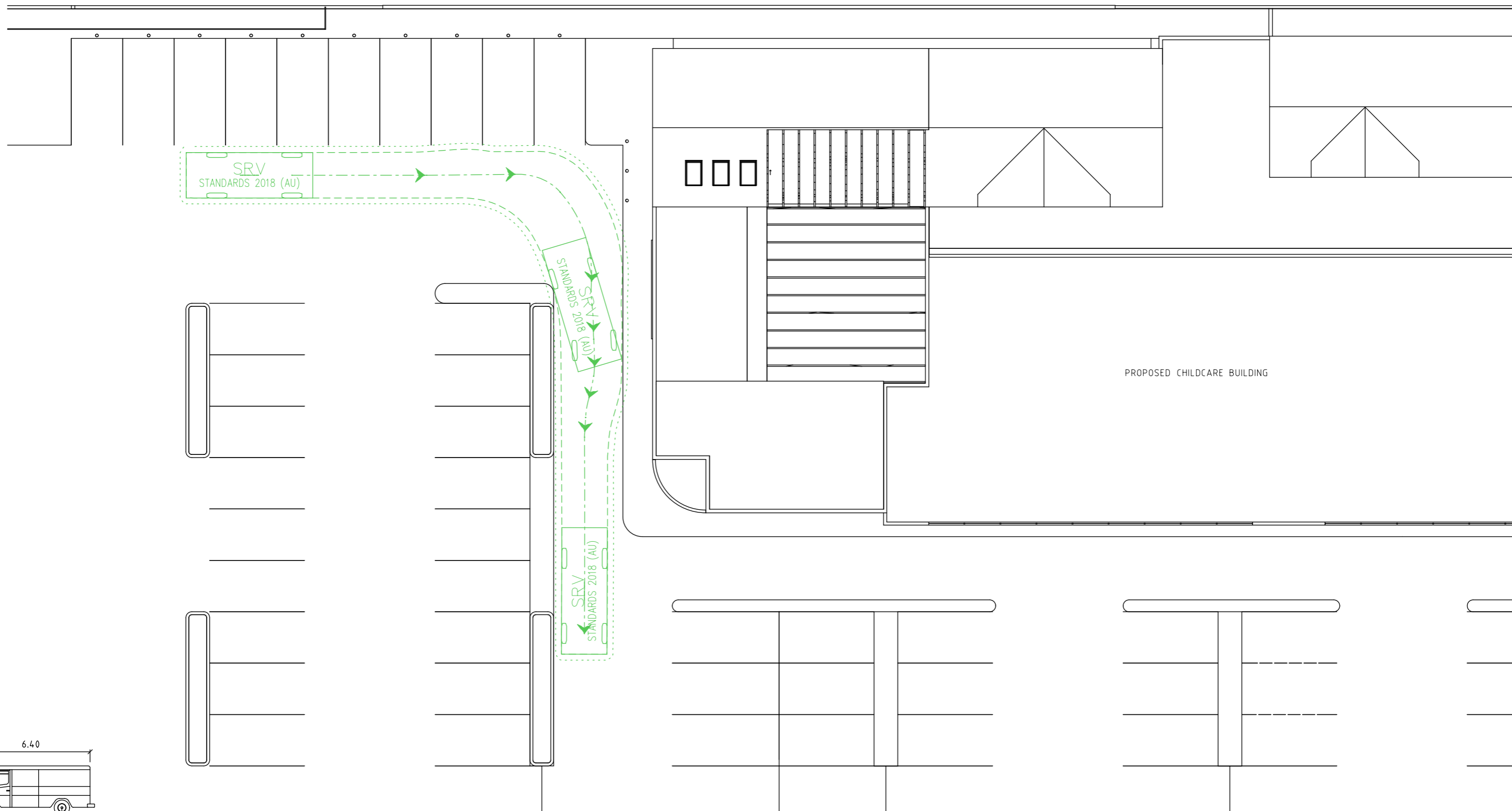
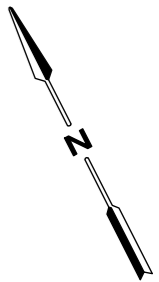
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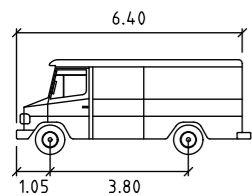
e: [val.gnanakone@onemilegrid.com.au](mailto:val.gnanakone@onemilegrid.com.au)

att: **onemilegrid** swept paths



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Date Plotted: 09-09-2020 15:23:53



SRV meters  
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Track : 2.30  
Lock to Lock Time : 6.0  
Steering Angle : 38.0

### SWEPT PATH LEGEND

- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
- ..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED

PROPOSED CHILDCARE BUILDING



Scale 1:200 @ A3

Drawing Title  
72 MULGOA ROAD, JAMISONTOWN  
SRV LOADING ACCESS  
SWEPT PATH ANALYSIS

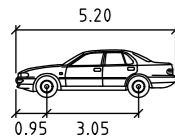
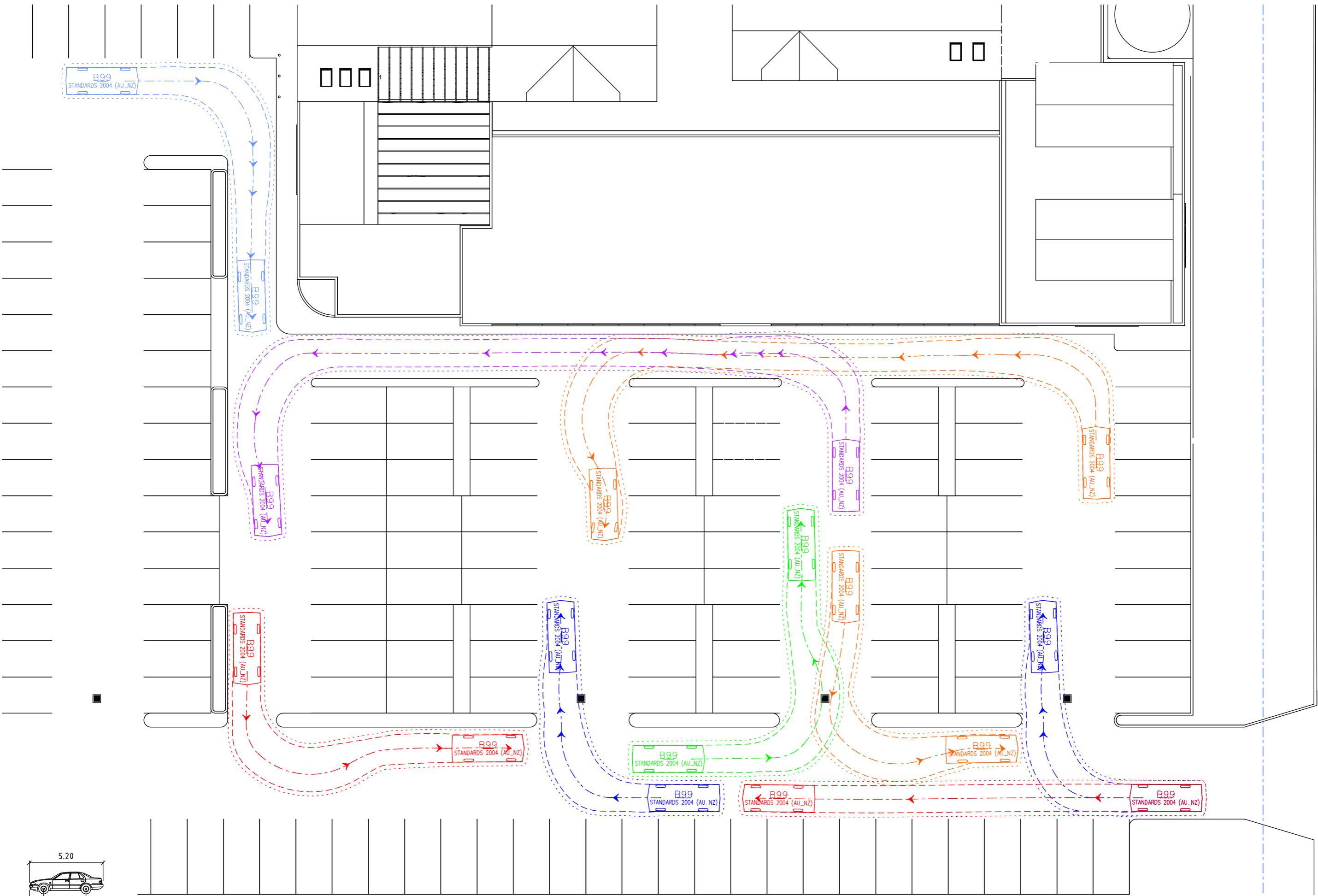
Designed	Approved	Metway Ref
DK	VG	NA

Project Number	Drawing Number	Revision
200095	SPA101	B



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Date Plotted: 09-09-2020 15:23:12



B99 meters  
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 Track : 1.84  
 Lock to Lock Time : 6.0  
 Steering Angle : 33.9

**SWEPT PATH LEGEND**  
 - - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED  
 ······ 300mm CLEARANCE ENVELOPE SHOWN DOTTED



Scale 1:250 @ A3  
 0 1.25 2.5 5

Drawing Title  
 72 MULGOA ROAD, JAMISONTOWN  
 B99 SITE ACCESS  
 SWEPT PATH ANALYSIS

Designed DK	Approved VG	Metway Ref NA
Project Number 200095	Drawing Number SPA100	Revision B