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TRAFFIC AND TRANSPORT ASSESSMENT REGATTA PARK KIOSK

Cardno were commissioned by Breakspear Architects to prepare a traffic and parking assessment of the proposed Regatta Park Kiosk (Kiosk) to sit within Regatta Park, Emu Plains. Regatta Park is proposed to be upgraded as part of the proposed River Road Deviation and the Regatta Park Masterplan (which is part of the Our River – Nepean River Masterplan).

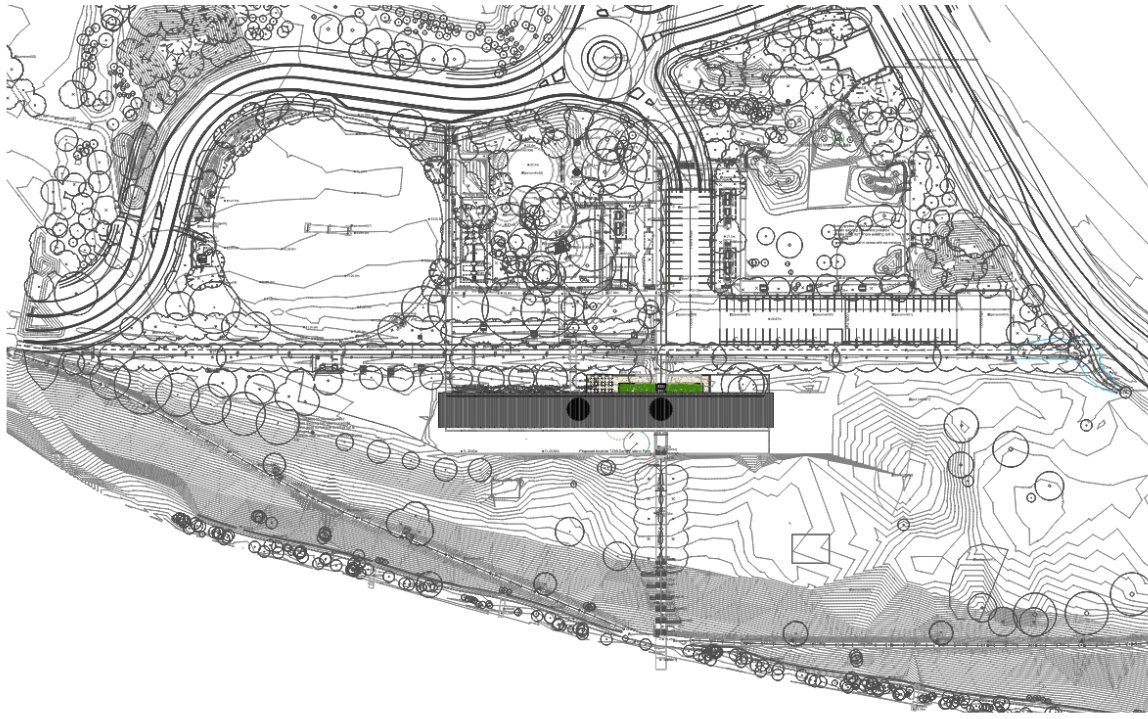
The analysis of the River Road Deviation and Regatta Park Masterplan are not part of the development application for the Regatta Park Kiosk and are subject to their own assessment and approvals.

1.1 Regatta Park Kiosk

The proposed Kiosk is to be located in the upgraded Regatta Park via the car park access from the realigned River Road as shown in **Figure 1-1**. The car park is accessed via the roundabout of the realigned River Road and The Avenue. The Kiosk site is about 600 m² comprising of:

- > 80 m² Kiosk
- > 20 m² storage
- > 20 m² amenities
- > Landscaping and playground equipment.

Figure 1-1 Proposal Overview

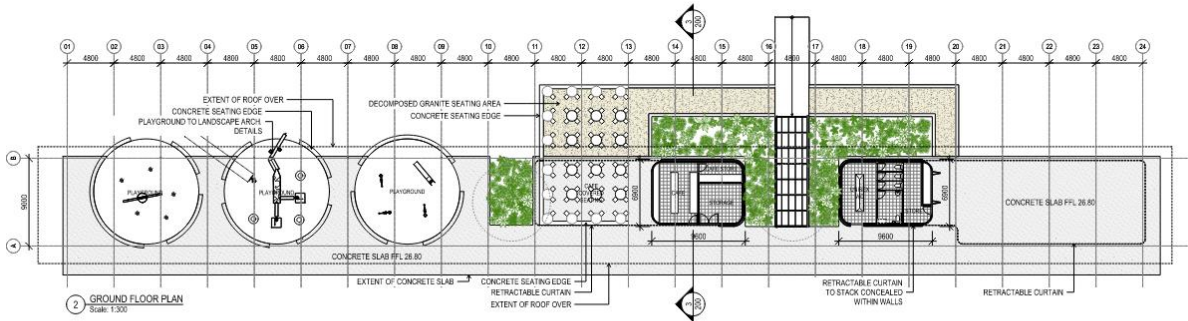
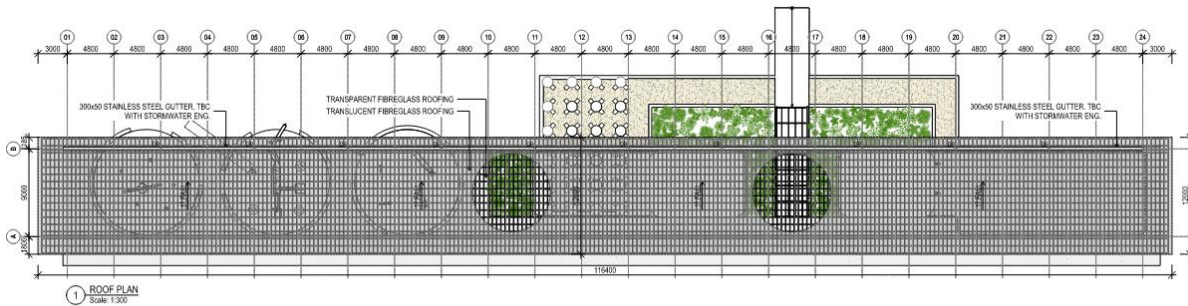


DRAFT FOR COORDINATION

4 14 1022 CONE/AT/HC DA 03000 REV DATE DESCRIPTION		CLIENT Penrith City Council Penrith City	LANDSCAPE ARCHITECT McCurry Const 277 Princes Street, 1585 Levees Street Sydney NSW	ARCHITECT BREAKSPAR ARCHITECTS 488/115/116/117/118/119/120/121/122 Lambton Quay, 1001 Levees Street Sydney NSW	PROJECT REGATTA PARK KIOSK PROJECT NUMBER 2015 AQ TB	SHEET TITLE SITE PLAN SHEET NUMBER 100 SHEET SIZE A
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Source: Breakspare Architects

Figure 1-2 Kiosk Layout



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Source: Breakspare Architects

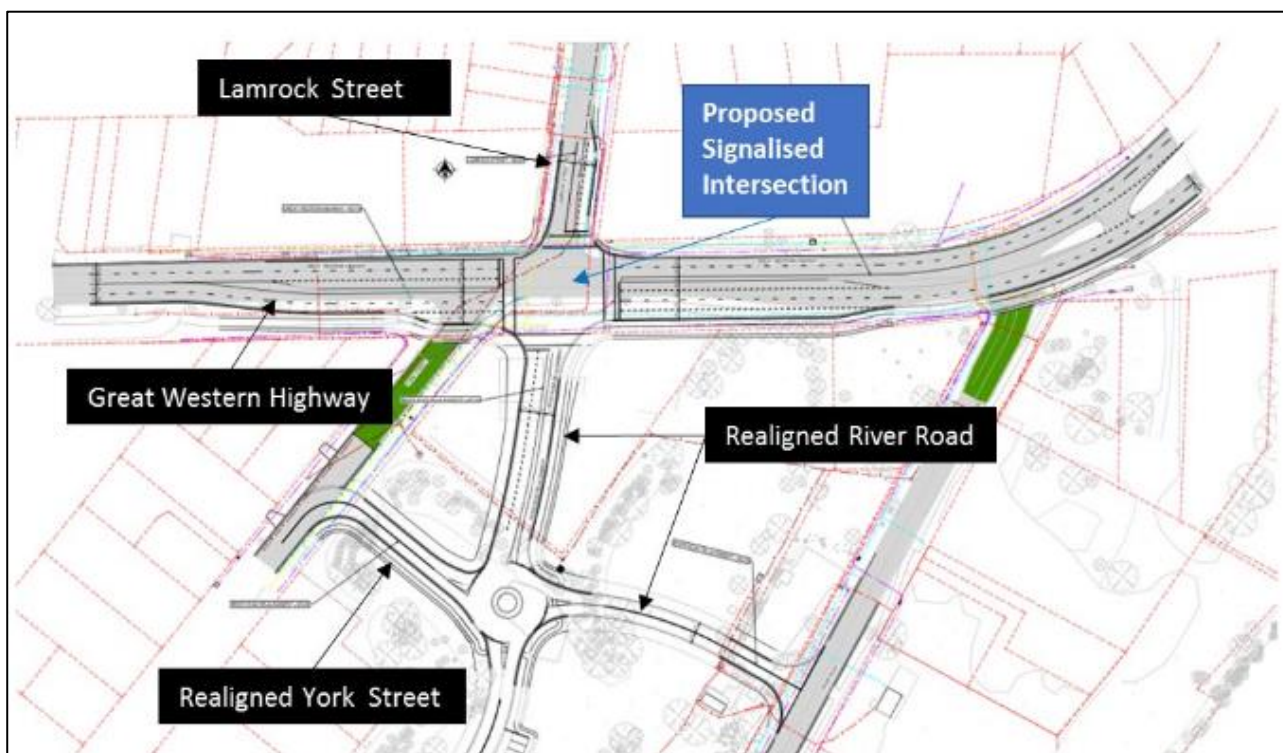
The current DA plans show a total of 92 car parking spaces. The parking is provided to service both the Kiosk and other users of Regatta Park under the Masterplan.

1.2 River Road Deviation

The River Road Deviation project involves closing access between the Great Western Highway and the existing River Road, and creating a new four leg traffic signal at Lamrock Street with a realigned River Road (about 150m to the west of its existing position).

The River Road Network Traffic Modelling Assessment was completed by WSP in March 2019. The study assessed the potential impact on the road network due to the proposed River Road deviation (see Figure 1-3). SIDRA network analysis was used to assess the performance of three layout options at the proposed realigned River Road intersection, and recommend the preferred option for the realigned River Road and York Street intersection.

Figure 1-3 Proposed River Road deviation intersection option



Source: WSP

1.3 Regatta Park Masterplan

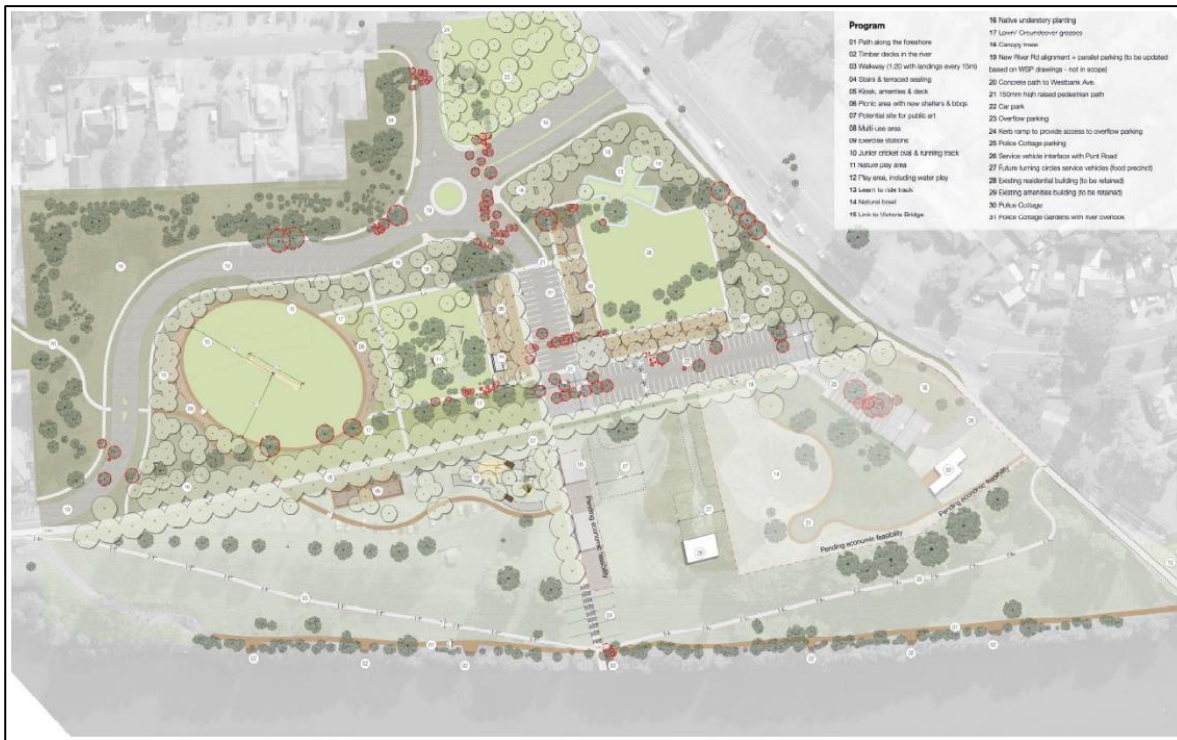
The Regatta Park Masterplan is the plan to upgrade the existing Regatta Park with:

- > New accessible pathways to the Nepean River
- > Bench seats and over-water viewing platforms on the river foreshore
- > More natural shade, with 400 trees to be planted
- > Large open areas for events, and other activities
- > A fully fenced, inclusive play space with waterplay activities
- > Outdoor gym equipment
- > Kiosk with outdoor dining space (the subject of this letter)
- > Junior cricket oval
- > Functional car park (assessed in this letter)
- > BBQ and picnic areas throughout.

The Concept Design Plan for Regatta Park was originally presented in the Regatta Park, Emu Plains Plan of Management (2016), which formed part of Penrith City Council’s Our River Master Plan. It is understood an updated Concept Design plan was prepared in October 2019.

SCT Consulting completed a traffic and transport review of the updated Regatta Park Concept Design Plan (see Figure 1-4) in November 2019. The review demonstrated the updated Concept Design plan is consistent or improved, in a traffic and transport context, from the original Concept Design Plan (2016).

Figure 1-4 Regatta Park Updated Concept Design 2019



Source: SCT Consulting

The analysis prepared by SCT Consulting identified the 2019 Concept Plan showed 124 car parking spaces, excluding overflow parking on green areas). The documented assessment is reproduced below.

Figure 1-5 Regatta Park Masterplan Parking Assessment

	Current Conditions	2016 Concept Design	2019 Concept Design	Comparison
Regatta Park Carpark	Regatta Park is currently serviced by two off-road car parks, located on both sides of River Road. Carpark is paved, and parking spaces are unmarked. It is estimated to accommodate up to 46 vehicles for the carpark located east of River Road and 28 for the carpark located west of River Road when full.	Carpark is located indicatively along the existing alignment of River Road (as River Road is realigned to the west of Regatta Park). The car park is accessed via the roundabout of realigned River Road and The Avenue. 146 parking spaces were proposed for day to day use (excluding overflow parking on green areas).	Carpark is re-located to the north-western corner of the park. The car park is accessed via the roundabout of realigned River Road and The Avenue. 124 parking spaces were designed for day to day use (excluding overflow parking on green areas).	The relocation of the car park to the north western corner of the park will further minimise the conflicts between vehicles and pedestrians. Despite the relocation, most facilities of the park is still within walking distance to the car park. While the number of car parking spaces have reduced by 22 spaces from the 2016 design to the 2019 concept design it is significantly higher than the number of parking spaces at Regatta Park currently.

Source: SCT Consulting and modified by Cardno

1.4 Parking Assessment

The Penrith Development Control Plan (DCP) 2014 stipulates the car parking requirements for Commercial – restaurants, reception and function rooms to be:

- > 1 space per 6 m² of seating area, plus 1 space per employee.

Given the seating area of the Kiosk is 48 m² and assuming 4 employees on site, results in the Kiosk requiring a total of 12 car parking spaces. A review of the site plan (see attachment for the Kiosk) indicates 92 car parking spaces will be provided, significantly exceeding the requirements stipulated in the Council DCP.

In the context of the Regatta Park Masterplan, it has been identified that there are currently 74 car parking spaces. The provision of 92 car parking spaces caters for the existing 74 parking spaces for park users and the 12 required spaces for the Kiosk. In fact, there would be an additional 6 car parking spaces surplus based on this methodology, excluding any overflow parking.

Furthermore, a portion of Kiosk patrons would be visitors to the park and as such the cumulative parking requirement would be less but this has not been assessed in this manner.

1.5 Active Transport Considerations

The Kiosk will tie into other walking areas / paths of the Regatta Park Masterplan. This will enable free movement between the Kiosk and other active areas of the park, as well as the car parking.

It is however not clear if the Regatta Park Masterplan includes parking provision for bike riders. A shared path along Regatta Park is included within the Masterplan and as such it is recommended that bicycle parking for the kiosk be provided.

Council's DCP does not specify parking rates for bike riders applicable to the Kiosk. Therefore, reference is made to Austroads Bicycle Facilities: Updating the Austroads guide to Traffic Management which specifies a generic 10% bicycle mode share as being reasonable. With this in consideration, it is suggested that as the Regatta Park Masterplan represents an attractive destination for recreational riders that a higher target of mode share be achieved, through the provision of increased bicycle parking / racks. A target of up to 20% of the car parking provision would be a reasonable consideration, resulting in three spaces for the Kiosk, or 19 spaces for the overall Masterplan (92 spaces x 20%).

1.6 Traffic Assessment

The Guide to Traffic Generating Developments (RTA, October 2002) was used to estimate the number of vehicle trips the proposed Kiosk would generate.

The guidelines stipulate the average rates for restaurants (which includes cafes, tea rooms and eating houses):

- > 5 evening peak hour vehicle trips per 100 m² gross floor area.

Adopting a worst case floor area of 80m² (irrespective of GFA or not), results in the Kiosk generating an estimated 4 evening peak hour vehicle trips. It assumed the Kiosk would generate a similar number of vehicle trips during the morning peak hour. Notwithstanding, the estimated trip generation of 4 peak hour vehicle trips is considered low and would have no significant impact to the performance of the local road network.

1.7 Conclusions

This letter presents the traffic and parking assessment of the proposed Regatta Park Kiosk. The Regatta Park Kiosk is estimated to generate a low number of vehicular trips, which would have no significant impact to the performance of the local road network. The plans detail 92 car parking spaces, which significantly exceeds the 12 car parking spaces required for the Kiosk as per Council's DCP. Provision for active transport modes such as walking will be facilitated with connections to other walkways within the Masterplan, whilst bicycle parking should be provided for the Kiosk and overall Masterplan.

Yours sincerely,

