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Scentre Group Limited  
85 Castlereagh Street  
SYDNEY NSW 2170

**Attention: Edward Ottery**

Dear Edward

## **Penrith Westfield Development Application Traffic Engineering Assessment -**

### **1 Introduction**

SLR Consulting Australia Pty Ltd (SLR) has been retained by Scentre Limited (Scentre) to provide traffic engineering advice in relation to the Penrith Westfield Development Application (the project). The project involves a reconfiguration and change use to the north-eastern tenancy (fronting Jane Street and Riley Street) in addition to improvements to the pedestrian accesses to the centre.

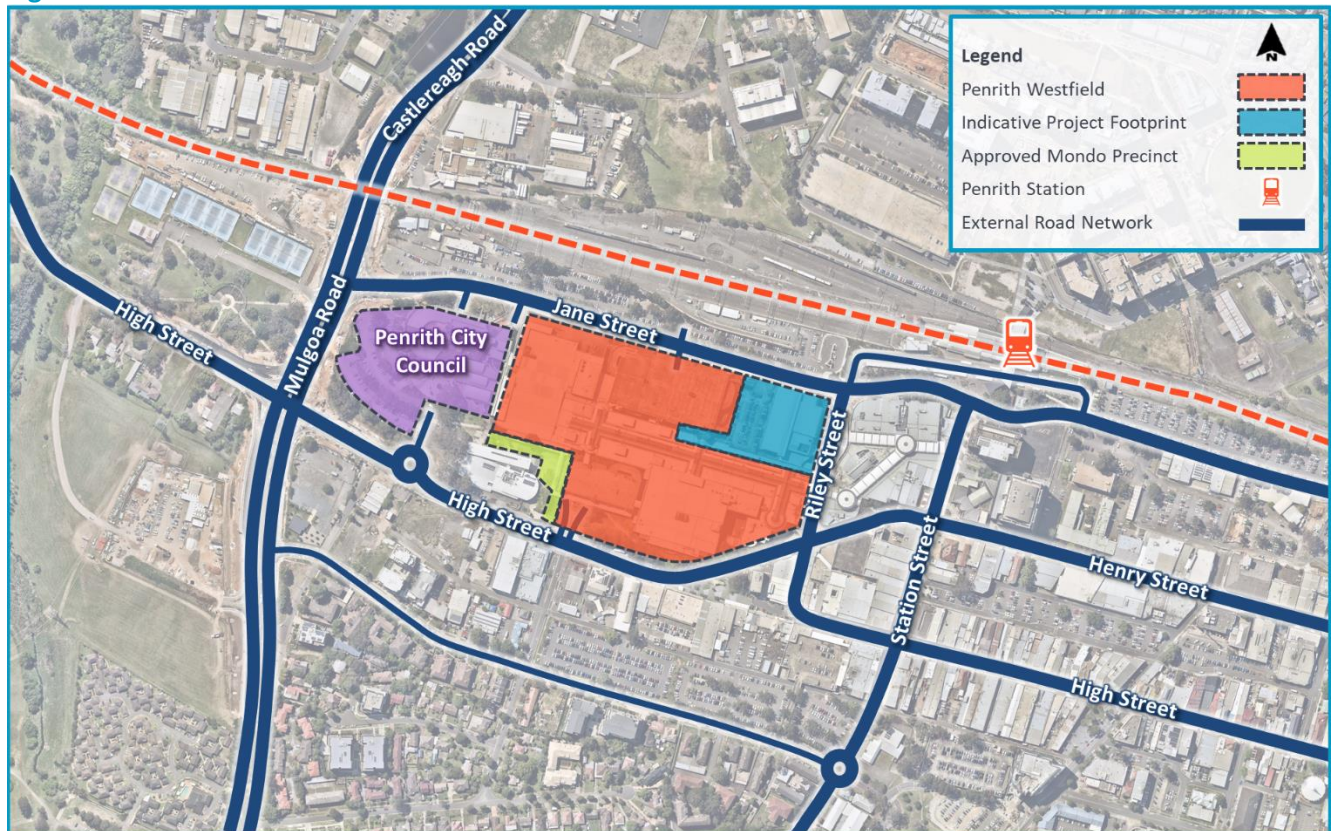
This letter has been prepared to document a review of the proposed traffic arrangements associated with the project and comment on any potential impacts generated by the redevelopment.

#### **1.1 Historical Planning Overview**

Penrith Westfield is a regional shopping centre that currently comprises approximately 100,000m<sup>2</sup> GFA. The centre incorporates a variety of major tenants including a Myer department store, Target, Big W, Aldi, Woolworths, HOYTS Cinemas, JB HI-FI, and Rebel Sport. Penrith Westfield also incorporates numerous specialty store offerings and kiosks and provides a car parking supply of 3,558 spaces. Following completion of the recently approved Mondo redevelopment, the centre will provide a total of 3,536 carparking spaces.

The location of the proposed redevelopment with respect to the overall Penrith Westfield site and the recent applications and approvals are identified in Figure 1.

**Figure 1 Site Context**



## 2 Proposed Development

The project (Penrith Westfield Development Application) proposes a change of use and various structural, architectural and accessibility changes in the north-eastern corner of the existing site comprising the following specific project elements:

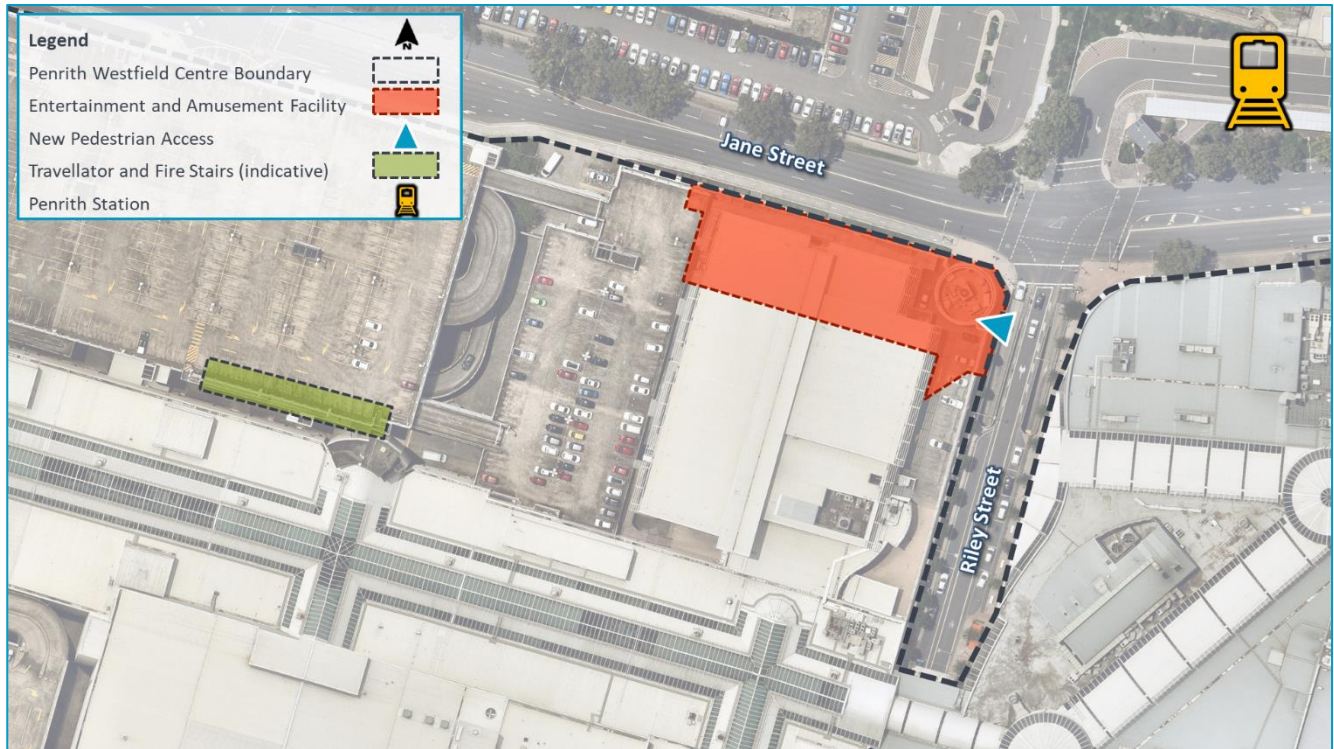
- Reconfiguration of part of the Target tenancy to a new Entertainment and Amusement tenancy totalling 1684m<sup>2</sup> GFA (change of use from Retail, with a reduction of approximately 70m<sup>2</sup> GFA).
- Architectural and structural amendments to the north-eastern corner of the site at the intersection of Jane Street/Riley Street including the demolition of the existing brick rotunda and construction of a new glazed façade.
- Construction of travelator(s) at an existing centre pedestrian access which provides increased connectivity to the northern fronting Jane Street multi-deck carpark.
- Construction of new/reconfigured fire stairs at the northern pedestrian access fronting the Jane Street multi-deck carpark.
- Minor reconfiguration of the existing carpark to accommodate additional services, storage and plant associated with the change accesses described above including the relocation of several non-compliant PWD parking spaces to meet the requirements of AS2890.6.

Based on the schedule of development yields provided by Scentre (included as a part of this DA submission), it is understood that the project will result in a minor reduction in GFA caused by modifications to the external walls of the new Entertainment and Amusement facility use.



Figure 2 illustrates the location and of the project and associated changes within context of the existing Westfield Penrith site and surrounding locale.

**Figure 2 Proposed Retail Plan – Penrith Westfield Development Application**



SLR understands that the tenant anticipated to occupy the new Entertainment and Amusement facility will:

- Be complimentary to the current broader Penrith Westfield offering;
- Comprise a use that is typical of other large Shopping Centre sites that are circa 100,000m<sup>2</sup>; and
- Not generate any significant attraction to the centre over-and-above what would otherwise be generated by the equivalent retail floor area (i.e. ancillary to the existing retail offering)

The following summarises the traffic engineering aspects of the proposed redevelopment:

- The project will not change the current external vehicular access locations and arrangements.
- The new Entertainment and Amusement facility will be solely accessed from a pedestrian entrance on Riley Street, with no internal connections to the internal mall.
- The project will not change the fronting or nearby transport system including roads, intersections etc.
- The project includes the reconfiguration of a number of existing parking areas; however, it will result a net loss of 18 car spaces, all within the Jane Street multi-deck carpark.

Each of these traffic engineering items is addressed further in the following sections of this advice.

### 3 Car Parking Impacts

As detailed in Section 2, the Penrith Westfield Development Application will result in a net loss of 18 car parking spaces compared to what is currently available on-site. This is primarily caused by the large footprint required to accommodate the new pedestrian travelator(s) and associated internal connections to the parking areas as well as additional plant and equipment requirements for the entertainment tenancy. Table 1 summarises the net change in carparking spaces across the site as a result of the project.

**Table 1 Summary of Parking Loss/Gain**

Carpark Level	Spaces Lost	Spaces Gained
Basement	-4	
Level 1	-15	+4
Level 1 Mezzanine	-1	
Level 2	-3	+2
Level 2 Mezzanine	-1	
Level 3		
Total	-24	+6
	-18 spaces	

#### 3.1 Statutory Requirements

The Penrith Development Control Plan (DCP) *Transport Access and Parking* does not include specific parking requirements for a use that strictly aligns with what is proposed as a part of the Entertainment and Amusement Facility. For the purpose of this assessment, SLR has considered an alternative parking requirement of 1 space per 3.5m<sup>2</sup> GFA for an Entertainment Facility/Function Centre use which would equate to a parking requirement of 481 spaces in accordance with this strict DCP definition. Alternatively, 56 parking spaces would otherwise be required in a retail premise within Penrith City Centre.

Based on the type of tenancy anticipated to occupy this space (which will complement the existing retail offerings of the site), it is not considered that the parking rate detailed within the DCP for an Entertainment Facility/Function Centre use is representative of the demands likely to be generated by this facility, nor aligns with the type of amusement facility anticipated to tenant this location.

Given the context of the proposed land use change and context within the wider Penrith Westfield centre, it is considered reasonable to assess the DCP stipulated parking requirements of the project in-line with the existing Shopping Centre definition. Table 2 presents the parking supply which would be required in accordance with this retail premise DCP rate (noting the location within the Penrith City Centre).

**Table 2 DCP Stipulated Parking Space Supply – Retail Premises**

Scenario	Yield (m <sup>2</sup> GFA)	DCP Car Parking Rate	DCP Car Parking Supply
Existing	101,170	1 space per 30m <sup>2</sup> GFA	3,372 spaces
Existing + Mondo Redevelopment	102,626 (101,170+1,456)		3,421 spaces
Existing + Mondo Redevelopment + Project	102,556 (102,626-70)		3,419 spaces

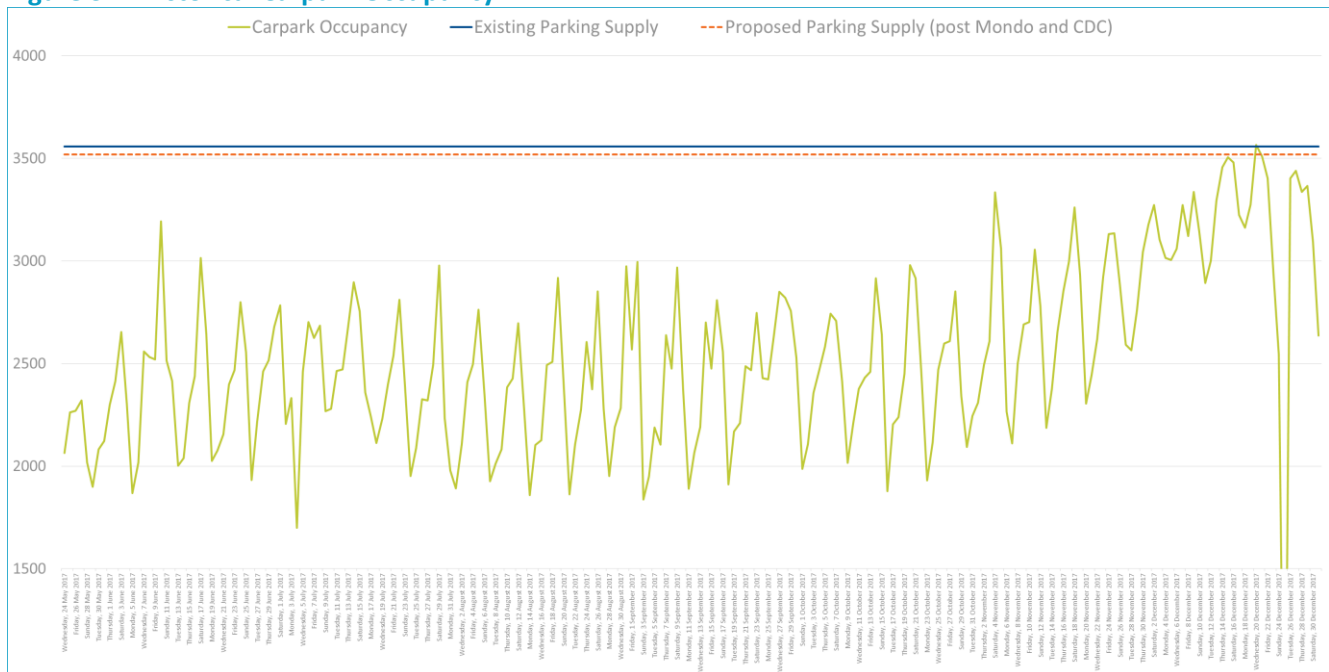
As can be seen in Table 3, the 3,518 car spaces resultant after the reduction in supply from the project represents an **excess of 99 parking spaces** compared to that stipulated by the Penrith DCP assuming an equivalent retail premise demand of the Entertainment and Amusement facility.

### 3.2 Existing Parking Demand

As a part of previous applications over the Penrith Westfield site, SLR has conducted detailed analysis the historical site parking control data to identify the maximum car park accumulation observed across the site during a seven-month period (from May-December 2017). Scentre Group has confirmed that the parking supply at the time of this data collection was 3,558 spaces and that the approved parking supply following the Mondo redevelopment is 3,536 spaces. After considering a net loss of 18 existing spaces to accommodate the proposed new development, the car parking supply will reduce to 3,518 spaces.

Figure 3 summarises the maximum car park occupancy using the available parking control system data.

**Figure 3 Historical Carpark Occupancy**



The dataset indicates that the peak parking accumulation observed in 2017 (which is considered reasonably representative of typical trading conditions), only exceeded the existing supply of 3,558 spaces on one occasion during the seven-month study period – Wednesday 20 December 2017. No additional exceedances would be triggered following the reduced parking supply proposed as a part of this project (3,518 spaces).

This annual peak event closely represents the 99.5<sup>th</sup> percentile design scenario and also includes vehicles that have entered the car park but are circulating (entry, exit and search). On this basis, the proposed reduction of 18 spaces is not considered to have any adverse impacts on the operation and efficiency of the Penrith Westfield carpark.

### 3.3 Design Review

An evaluation of the plans detailed in Table 3 was undertaken to confirm the appropriateness of the design of the newly changed traffic arrangements, including a review against the relevant requirements of the Australian Standards for Parking facilities *Part 6: Parking for People with Disabilities (AS2890.6)*. Note that no review of the existing carpark was completed on outside of the modified elements summarised in Table 3.

**Table 3 Scentre Plans Reviewed Herein**

Drawing No.	Revision	Dated	Title	Design Review Summary
SDC-01.0852	1	30/03/21	Proposed Plan – L1	4 x Proposed PWD spaces near intersection of grid NCG and NC14 are compliant with AS2890.6
SDC-01.0854	1	30/03/21	Proposed Plan – L2	2 x Proposed PWD spaces near intersection of grid NCH and NC10/NC11 are compliant with AS2890.6

## 4 Servicing Considerations

The proposed redevelopment does not introduce any land uses that are significantly different to what is currently featured within the Westfield Penrith Shopping Centre, and does not propose any changes to the existing loading dock arrangements servicing the site. The proposed Entertainment and Amusement facility will utilise the existing centre loading docks to accommodate servicing and waste collection demands.

## 5 Traffic Impacts

As described in Section 2, the project does not propose any significant change in GFA when compared to the existing centre yield, and the change in use is intended to be complimentary to the current broader Penrith Westfield offering.

Accordingly, the post-development traffic demand is not expected to generate any significant new or changed impacts on the surrounding transport system and would not introduce new, or materially exacerbate existing capacity issues. Accordingly, the proposed development does not warrant detailed capacity analysis nor capacity upgrading.

## 6 Summary

This letter has been prepared to address the traffic engineering aspects associated with Penrith Westfield Development Application. This project encompasses the following changes:

- Reconfiguration of part of the Target tenancy to a new Entertainment and Amusement tenancy totalling 1684m<sup>2</sup> GFA (change of use from Retail, with a reduction of approximately 70m<sup>2</sup> GFA).
- Architectural and structural amendments to the north-eastern corner of the site at the intersection of Jane Street/Riley Street including the demolition of the existing brick rotunda and construction of a new glazed façade.
- Construction of travelator(s) at an existing centre pedestrian access which provides increased connectivity to the northern fronting Jane Street multi-deck carpark.
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- Minor reconfiguration of the existing carpark to accommodate additional services, storage and plant associated with the change accesses described above including the relocation of several non-compliant PWD parking spaces to meet the requirements of AS2890.6.

The following summarises the traffic engineering aspects of the proposed redevelopment:

- The project will not alter the current external vehicular access locations and arrangements.
- The project will not alter the fronting or nearby transport system including roads, intersections etc.
- The project includes the reconfiguration of a number of existing parking areas resulting in a net-loss of 18 parking spaces.
- This reduced parking demand is higher than what is required under the Penrith DCP and meets the forecast demands associated with approximately the 99.5<sup>th</sup> percentile trading scenario.
- Based on the very minor reduction GFA, it is not anticipated that the proposed development will generate any significant traffic demands over and above what is currently being generated by existing uses onsite.

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned.

Yours sincerely

**BENJAMIN PARK**  
Senior Consultant

Checked/   
Authorised by: KS