

20 October 2021

Home Consortium

Glenmore Park

Transport Impact Assessment

INTRODUCTION

onemilegrid has been requested by Home Consortium to undertake a Transport Impact Assessment of the proposed office and café developments within the broader Glenmore Park Town Centre site located at Town Terrace, Glenmore Park.

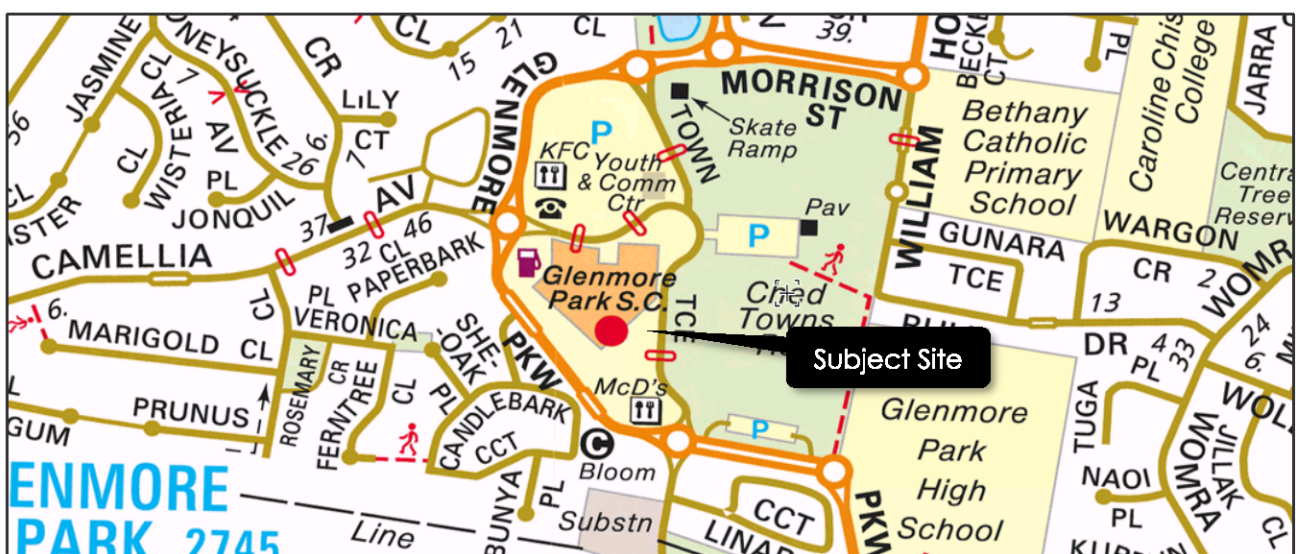
As part of this assessment, a desktop inspection has been undertaken with due consideration of the development proposal and relevant background reports / previous permits have been reviewed.

EXISTING CONDITIONS

Site Context

The subject site is located within the Glenmore Park Town Centre, which comprises the Glenmore Park Shopping Centre at the south and the Glenmore Park Home Co at the north, as well as several pad sites. The subject site is located on the east side of the Glenmore Park Shopping Centre site, and are bound by Town Terrace to the east, as shown in Figure 1.

Figure 1 Site Location



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This application concerns the area to the east of the existing southern shopping centre building which contains the Woolworths supermarket, just north of the McDonalds, as identified in the aerial view of the Glenmore Park Town Centre provided in Figure 2 and Figure 3.

Figure 2 Site Context (12 August 2021)



Copyright Nearmap

Figure 3 Site Location



Land use in the immediate vicinity of the site is mixed in nature and includes a mix of office, retail, food and drink and warehousing uses within the town centre, with sports fields to the immediate east and medium density residential lots to the west. The broader Glenmore Park Town Centre is all owned and operated by Home Consortium.

Furthermore, the site is located within a Local Centre Zone (B2) which is subject to the Penrith City Development Control Plan.

Road Network

Town Terrace is a local road generally aligned north-south, running between Glenmore Parkway in both the north and south. Town Terrace facilitates traffic movements in each direction. Kerbside parking is provided along the road, arranged as 90-degree spaces on both sides of the road adjacent the site.

The cross-section of Town Terrace adjacent to the site is shown below in Figure 4.

Figure 4 Town Terrace, looking north



Copyright Google

Sustainable Transport

Public transport in the area is generally limited to bus services, as outlined in Table 1 below.

Table 1 Public Transport Provision

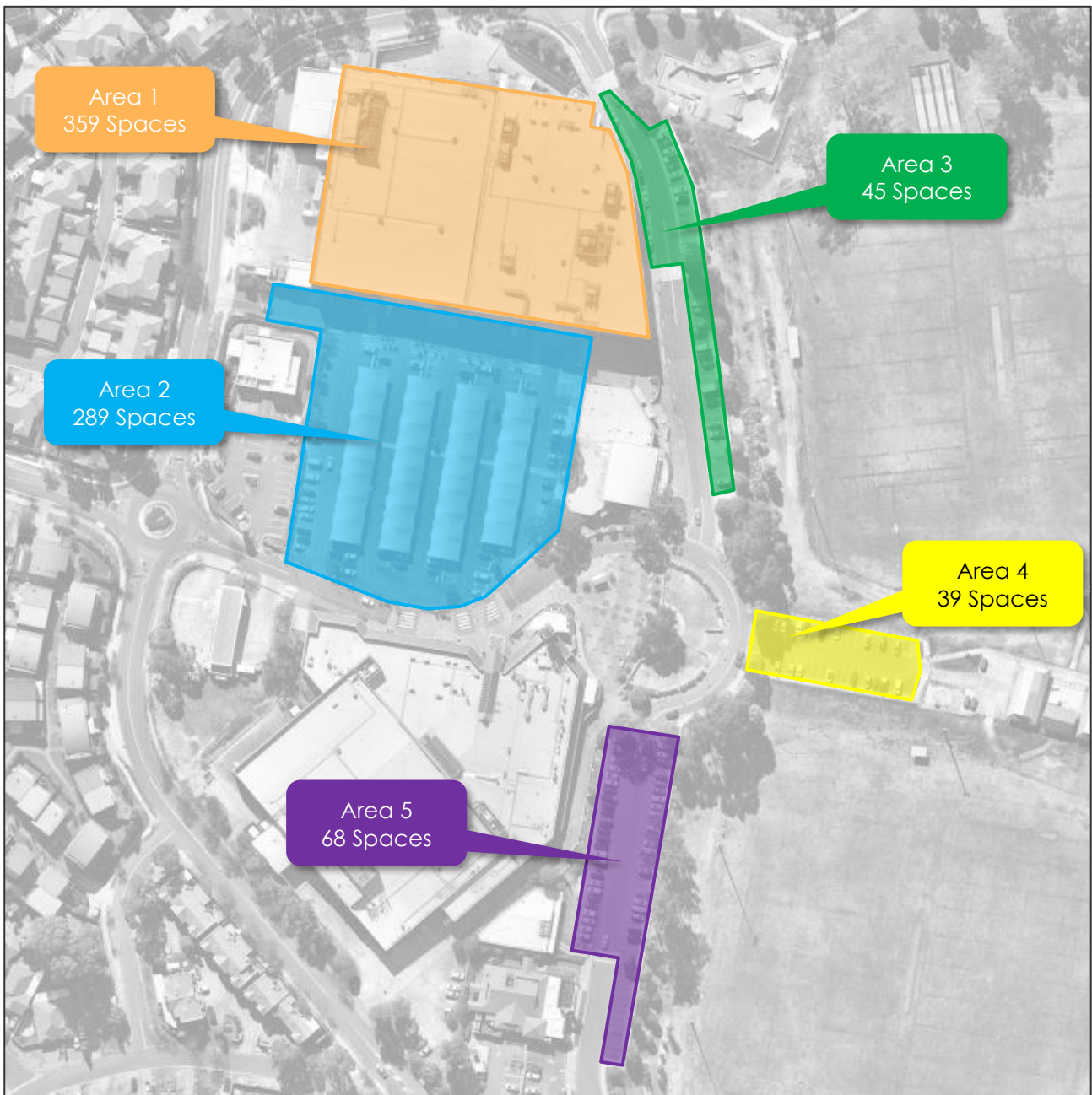
Mode	Route No	Route Description	Nearest Stop/Station
Bus	794	Glenmore Park to Penrith via the Northern Road	Woodlands Dr opp Linara Cct
	799	Glenmore Park to Penrith via Regentville	
	797	Penrith to Glenmore Park	Glenmore Parkway opp Glenmore Park Town Centre

Car Parking Provisions

Car parking is provided throughout the Town Centre in a combination of Council owned (Areas 3, 4 and 5) and Home Consortium owned (Areas 1 and 2) car parking areas, for use as a shared resource for staff and visitors to the various surrounding uses.

A Glenmore Shopping Centre Parking Assessment published by Cardno in 2018 includes surveys of the bulk of the car parking areas at the Glenmore Park Town Centre. While the surveys excluded the McDonalds, KFC and Caltex car parking areas, the remaining areas demonstrated a total supply of 800 spaces across five distinct car parking areas. A view of the car parking areas in relation to the town centre is provided in Figure 5 below.

Figure 5 Car Parking



DEVELOPMENT PROPOSAL

It is proposed to demolish the existing office building at the immediate north of the McDonalds, redeveloping the site for purposes as a three-storey office building (Building 1), with a basement level car park. In addition, it is proposed to develop a portion of the town square for purposes as a café use (Building 2). A terrace dining area will connect each of the two buildings providing an outdoor dining opportunity for not only the new tenancies but also those that are currently located fronting the subject site.

The basement level of Building 1 will include a total 13 car spaces, including one accessible space, three motorcycle spaces and 12 bicycle parking spaces for use by office staff. In addition, end-of-trip facilities are provided within the basement adjacent the bicycle parking for staff, which include showers, with lockers and changing facilities.

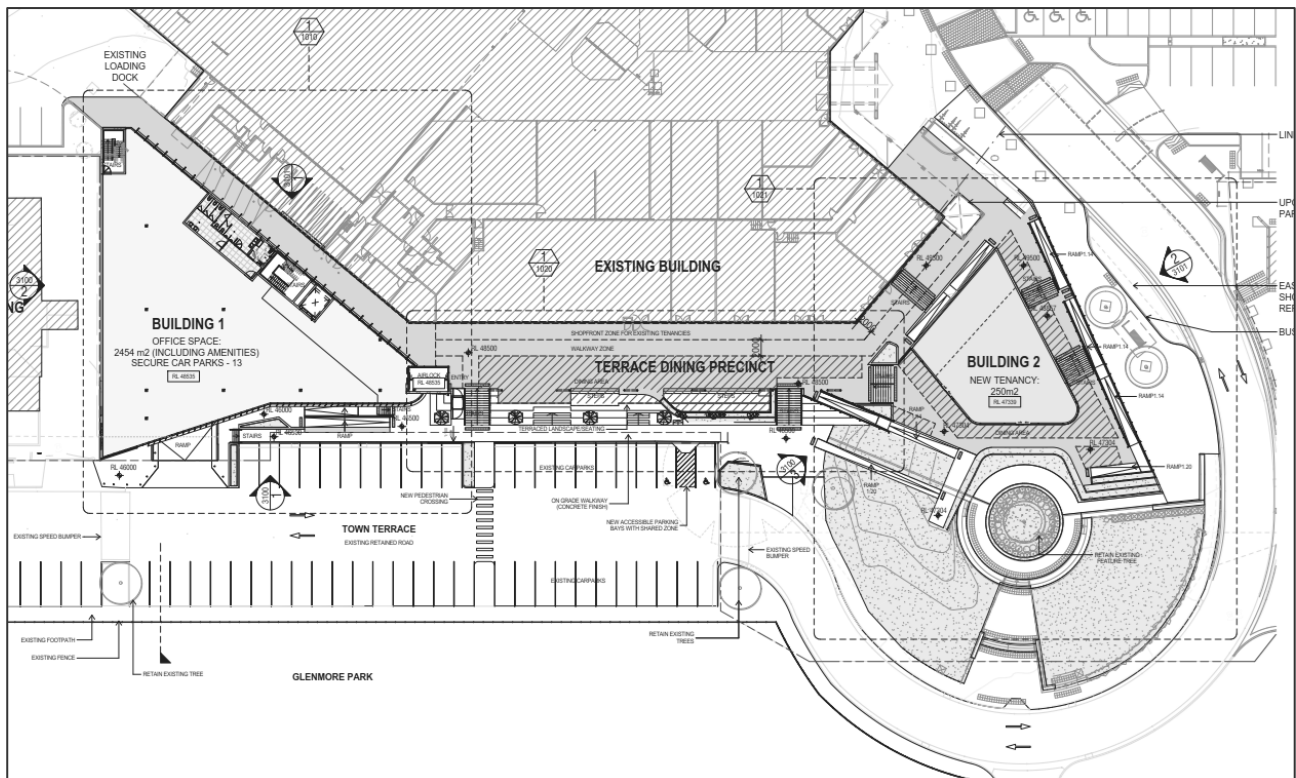
All car parking will be allocated to specific staff of the office development, each of which will be provided a key / remote / fob to the roller door access.

A summary of the proposed development is provided below in Table 2, while the proposed site layout is shown in Figure 6.

Table 2 Development Summary

Component	Use	Area
Building 1	Office	2,454 m ²
Building 2	Café	250 m ²

Figure 6 Proposed Site Layout



DESIGN ASSESSMENT

Car Parking Facilities AS2890.1

Based on the plans, the proposed car park is in accordance with the Australian Standard for Off-Street Car Parking AS2890.1, of note:

- All car spaces within the proposed basement car park have been designed with a length of 5.4 metres a minimum width of 2.4 metres, with a two-way access aisle of no less than 6.6 metres.
- Columns have been provided through the car park, outside of the clear zones.
- A clearance of no less than 2.5 metres has been provided above all car parking spaces.
- The proposed car park access provides sight distance splays on either side of the accessway, which measure 2 metres along the frontage to Town Terrace and 2.5 metres along the accessway. These sight distance triangles ensure vehicles exiting the car park will have appropriate visibility of pedestrians and vehicles travelling along Town Terrace, as well as to vehicles exiting the McDonalds drive through to the immediate south.
- The proposed car park accessway proposes a single ramped section at a grade of 1:8, ensuring there are no changes in grade which exceed 12.5%.
- All vehicles can enter and exit the car park in a forward direction. This has been demonstrated by swept paths which are attached.

Accessible Parking AS2890.6

Based on the plans, the proposed accessible parking bay is in accordance with the Australian Standard for Off-Street Parking for People with Disabilities AS2890.6, of note:

- The accessible bay is provided with a length of 5.4 metres and a width of 2.4 metres, and an adjacent shared area of the same dimensions.
- A height clearance of 2.5 metres is provided above the accessible parking bay.

Bicycle Parking Facilities AS2890.3

Bicycle parking is proposed to be provided in on-ground bicycle hoops. The bicycle hoops have been designed in accordance with the Australian Standards; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

In addition, all bicycle parking spaces proposed have been provided as on-ground hoops exceeding the Australian Standard requirement for 20% of spaces being provided on-ground.

Loading Facilities AS2890.2

Loading for such a development is expected to be infrequent and largely consist of small vans and trucks which will have the ability to use the communal car parking and loading bays across the centre to undertake loading activities. Notwithstanding, as the roller door is setback from the main Town Terrace roadway, on the infrequent occasion a vehicle is required to load, it can prop within the driveway with relatively direct access to the office building. It is noted that this is only if required with the majority of loading occurring within the existing car parking areas.

Pedestrian Areas

The plans show pedestrian paths throughout the site, all of which have a minimum width of 1.5 metres and a maximum grade of 1:20.

In relation to connectivity to surrounding areas, the plans propose a cross point from the subject site area across the Glenmore Park. The crossing is located in proximity to the stairs and landscaped seating offering all users the ability to cross between the park and the subject site safely. This inclusion will benefit the overall site.

BICYCLE PARKING

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 the proposed development (based on staff numbers).

Table 3 Suggested Bicycle Parking Provision

Component	No.	Rate	Requirement	Total
Office	163	0.03 – 0.05	per staff member for staff	4 – 8
		0.05 – 0.1	per staff member for visitors	8 – 16
Cafes and restaurants	6	0.03 – 0.05	per staff member for staff	0
		0.03 – 0.05	per staff member for visitors	0
Total			Staff	4 – 8
			Visitor	8 – 16

Table 4 Table 3 – Minimum locker, shower and change room provision

Staff	Lockers	Showers	Changerooms
0 - 12	1 per 3 racks	1	None req

The proposed provision of 12 bicycle spaces for the office satisfies the DCP requirements, noting office visitors will be permitted access to the bicycle store. Additionally, the provision of bicycle facilities (in the form of lockers and showers) meets the requirements of the Planning Guidelines and is therefore considered appropriate.

CAR PARKING

Statutory Car Parking Requirements

Penrith City DCP – C10

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), which specifies the following requirements for the different components of the proposed development. It is noted that the café use has been assessed under the broader use as a retail premises.

Table 5 Table C10 – Car Parking Rates

Use	No/Area	Rate	Requirement	Total
Office	2,454 m ²	1	per 40 m ² gross floor area	61
Retail premises shop	250 m ²	1	per 30m ² gross floor area	8
Total				69

Based on the above calculations, a total of 69 parking spaces are required for the proposed development.

Proposed Car Parking Provision

It is proposed to provide a total of 13 car parking spaces on-site, which equates to a shortfall of 56 spaces, when compared to the Development Control Plan requirements. Nevertheless, it is noted that the Development Control Plan states that:

Council has the discretion to waive or reduce the number of car spaces required for a particular site if the reduced provision can be justified in a Traffic Impact Statement in terms of:

- i. Proximity to public transport nodes;
- ii. Opportunity to share parking with another use; or
- iii. An empirical assessment of car parking.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out below.

Empirical Assessment

Office

The car parking requirement rate listed within the Penrith DCP for an office use is considered representative of the demands generated in an unconstrained environment. It is noted however, that the office is expected to operate during standard business hours, whilst of an evening or weekend when shopping centres tend to peak, car parking demands for the office will be far reduced. As such, during the week the use may generate a demand for 61 spaces while on the weekends the use will not generate any demand.

As an aside, it is noted that there may be ancillary operations associated with Service NSW which may attract some visitor demands. In this regard, visitors to this component will be short term in nature who will have the opportunity to utilise the overall centre car parking during the day. It is of note that these service associated locations typically attract shared trips whereby someone may also visit the supermarket for example as part of a visit to the centre thus reducing the overall demands generated.

Café

Based on the location of the proposed café within the broader town centre, visitors to the café are expected to generally comprise of either staff of the surrounding uses who will walk to the site, or of customers of the surrounding uses who will typically visit the Glenmore Park Town Centre as part of a combined trip.

Nevertheless, for purposes of a conservative assessment, no dispensation is sought with regards to the number of spaces required for a café use under the Penrith DCP. As such, the proposed café is expected to generate a demand for up to 8 spaces during weekdays and weekends.

Review of Car Parking Provision

Parking Credit

It is understood that the existing building located on the southern pad site contains approximately 425 m² of office floor area, with no dedicated car parking provided for the tenancy.

Based on the DCP requirements, at 1 space per 40 m², the existing office development on the site generates a parking requirement of 11 parking spaces. With no parking provided specifically for the tenant, a credit of 11 spaces ensues, leaving an effective shortfall of 37 office spaces when compared to the DCP (61 spaces required minus 13 provided minus 11 credit).

Parking Surveys

As noted above, car parking surveys were undertaken at the site in 2018 with the results published by Cardno. A summary of the results is provided in Table 6 below, outlining the maximum occupancy recorded during the week in each car parking area, and the corresponding availability of spaces at that time.

Table 6 Car Parking Availability

Area	Weekday		Weekend	
	Occupancy	Availability	Occupancy	Availability
1	219	140	263	96
2	168	121	185	104
3	28	17	21	24
4	8	31	38	1
5	51	17	43	25
Total	474	326	550	250

As can be seen by the results of the survey above, during the week there were no less than 326 car spaces available across the survey area, while on weekends no less than 250 spaces were available.

Adequacy of Proposed Car Parking Provision

It is expected that the proposed supply of car parking is appropriate for the proposed development, considering the following:

- During the week, the proposed development may generate an additional demand for 37 office spaces and 8 café spaces which must be accommodated within the shared car parking areas. Based on the car parking surveys, there is availability for 326 car spaces on weekdays, which will easily accommodate the additional weekday demands.
- On weekends, the proposed development is expected to generate a demand for 8 spaces due to the operation of the café. Based on the car parking surveys, there is availability for 250 car spaces on weekends, which will comfortably accommodate the additional weekend demands.

CONCLUSIONS

It is proposed to redevelop one of the pad sites for purposes of a new office as well as develop a portion of the town square for use as a café.

Considering the analysis presented above, it is concluded that:

- The proposed car parking, bicycle parking and access design is considered appropriate;
- The proposed provision of bicycle parking meets the recommendations of the Planning Guidelines, and is therefore considered appropriate;
- The anticipated car parking demands generated by the new uses is expected to be comfortably accommodated by the 13 proposed spaces and the existing shared provision across the site; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

Please do not hesitate to contact me should you wish to discuss the above.

Yours sincerely

Valentine Gnanakone

Director

onemilegrid