



# Planning Proposal

For an amendment to Height of Building  
Map and amendment to Floor Space  
Ratio Map in Penrith Local Environmental  
Plan 2010

Australian Arms Hotel  
351 and 359 High Street, Penrith

October 2018





# Contents

---

Introduction .....	3
1. Purpose of Planning Proposal .....	3
2. Background.....	4
Part 1 – Objectives or Intended Outcomes.....	4
Part 2 – Explanation of Provisions .....	10
Part 3 – Justification .....	12
Section A – Need for the Planning Proposal .....	12
Section B – Relationship to Strategic Planning Framework .....	13
Section C – Environmental, Social and Economic Impacts .....	27
Section D – State and Commonwealth Interests .....	29
Part 4 – Mapping .....	31
Part 5 – Community Consultation.....	32
Part 6 - Project Timeline .....	33
Appendices .....	34

# Appendices

1	Conservation Management Plan
2	Urban Design Study
3	Flooding
4	Transport and Parking Assessment
5	Proposed Penrith Local Environment Plan 2010 maps

# Introduction

## 1. Purpose of Planning Proposal

An amendment to *Penrith Local Environmental Plan 2010* (LEP 2010) is proposed for land at 351 High Street, Penrith (Lot 9 DP 28199) and 359 High Street, Penrith (Lot 2 DP 513015) as provided in Figure 1.

The Planning Proposal is intended to amend the LEP 2010 as follows:

1. Amend the Height of Building (height) control for land at 351 High Street, Penrith (Lot 9 DP 28199) and 359 High Street, Penrith (Lot 2 DP 513015) from 12m to a split height control of 12m over the Australian Arms Hotel heritage item and 24m over the remainder of the site.
2. It is proposed to amend the Floor Space Ratio control (FSR) for land at 351 High Street, Penrith (Lot 9 DP 28199) and 359 High Street, Penrith (Lot 2 DP 513015) from 3:1 to 3.5:1.



Figure 1 - Site aerial photo including 351 and 359 High Street.



## 2. Background

The site is known as 351 and 359 High Street, Penrith which comprises the following lots as provided in Figure 2:

- The Site: Lot 2 DP 513015, 359 High Street, Penrith and;  
Lot 9 DP 28199, 351 High Street, Penrith.



Figure 2 - Site aerial photo with lot boundaries, addresses and the Australian Arms Hotel marked

The site contains the Australian Arms Hotel, which has a frontage to both High Street and Lawson Street and is a local heritage item under LEP 2010. It is not proposed to make additions to the heritage item. To the north of the existing hotel is a beer garden and an extensive asphalted car park.

The site is currently zoned B3 Commercial Core and has a FSR of 3:1 and a Building Height of 12m under the provisions of LEP 2010.

It is proposed to amend the planning controls to facilitate the demolition of the beer garden and asphalted car park to further improve this relationship and the outlook from the site and to consolidate development potential in the form of a new hotel.

At present the Australian Arms Hotel offers limited accommodation within the upper level of the heritage item. It is proposed to develop a 120 room, four star hotel with conference and function facilities which will complement the existing Australian Arms Hotel using its bar, restaurant and front of house services. The proposed hotel will include basement parking for approximately 62 cars to serve the consolidated hotel functions. This will continue the existing hotel use and reinvigorate its function while also providing short term accommodation as well as function and conference facilities within the Penrith Commercial Core.

A Conservation Management Plan (CMP) for the heritage listed Australian Arms Hotel is provided in Appendix 1. In Section 5.1, the CMP states that “Although the site as a whole is identified as a heritage item, the car park and beer garden area have no heritage significance and provide opportunities for further development without necessarily detracting from the hotel’s significance.”

An Urban Design Study (UDS) is provided in Appendix 2. The UDS explores a variety of development options for the site and recommends the retention of the heritage item and the construction of the proposed hotel on the beer garden and asphalted car park to the rear where it will complement the form and scale of surrounding Commercial Core development.

The UDS demonstrates that massing the proposed building on the site provides a significant public benefit consistent with the intent of Penrith City Councils planning framework and desired future character.

To realise these outcomes, an amendment to LEP 2010 will be required to increase the height from 12m to a split height control of 12m over the heritage item and 24m over the remainder of the site. It is also proposed to increase the FSR from 3:1 to 3.5:1 to facilitate the development of the new hotel.

The proposed development presents a unique redevelopment of an existing hotel precinct by retaining and upgrading facilities and buildings of architectural and social significance to satisfy contemporary access, fire safety and amenity standards, and integrate them into a larger site redevelopment, creating pedestrian linkages and dealing with traffic and parking demands on site.

This would result in benefits for the adjoining and surrounding area in providing employment, hotel accommodation, function and conference facilities, pedestrian linkages, extended semi-public open spaces but more importantly providing a transitional buffer between the Australian Arms local heritage item and the adjoining commercial uses. The proposed future development may also result in benefits for the occupants and users of the Commercial Core consistent with the good planning practice.



## Part 1 – Objectives or Intended Outcomes

The objective of this Planning Proposal is to amend the LEP 2010 as follows:

1. Amend the height control for land at 351 and 359 High Street, Penrith (Lot 9 DP 28199 and Lot 2 DP 513015) from 12m to a split height control of 12m over the heritage item and 24m over the remainder of the site.
2. Amend the floor space ratio control for land at 351 and 359 High Street, Penrith (Lot 9 DP 28199 and Lot 2 DP 513015) from 3:1 to 3.5:1.

Figures 3, 4 and 5 provide indicative visualisations of what the development outcome would be pursuant to the amendments proposed in this Planning Proposal.

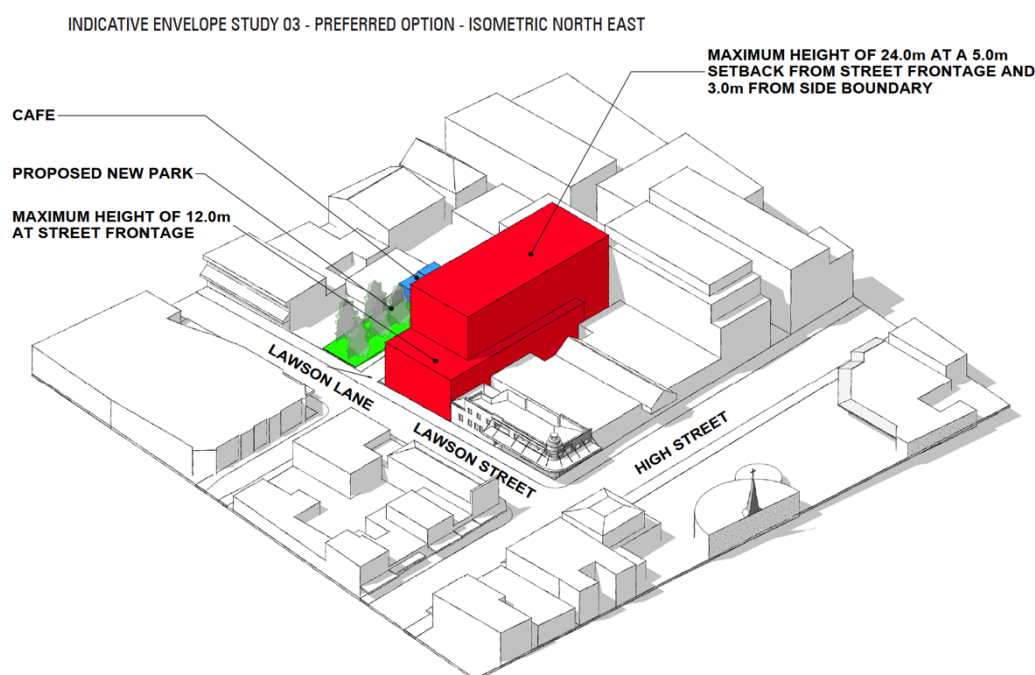


Figure 3 - Indicative envelope study. Source: NRA-Co-Lab Design Report 2017 p26.

The neighbouring property depicted in green across Lawson Lane is not proposed to be part of this amendment.

DESIGN CONCEPT - NORTH EAST

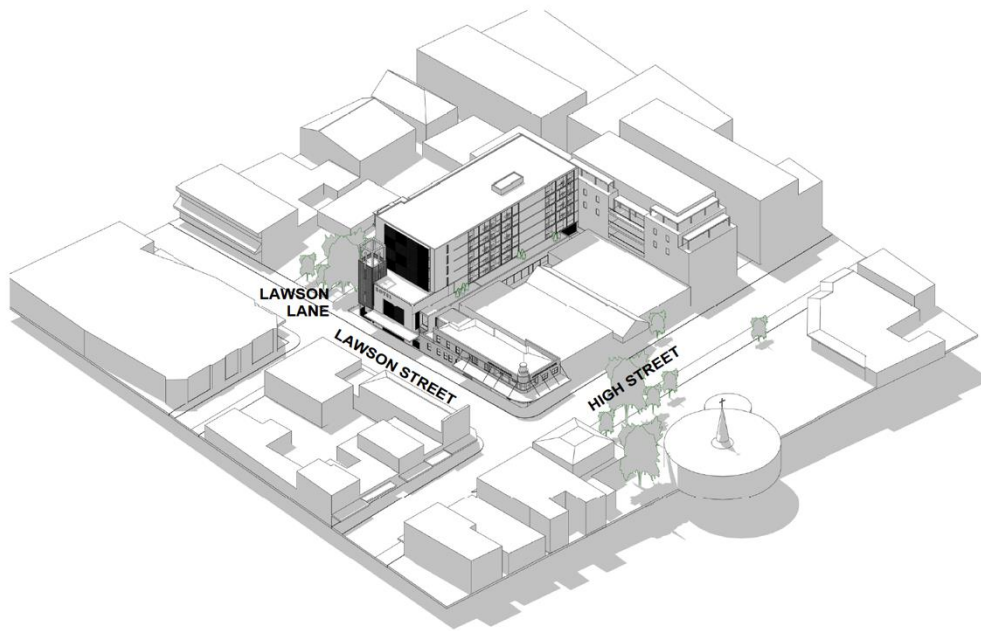


Figure 4 – Design Concept North East. Source: NRA-Co-Lab Design Report 2017 p36

DESIGN CONCEPT - SOUTH EAST

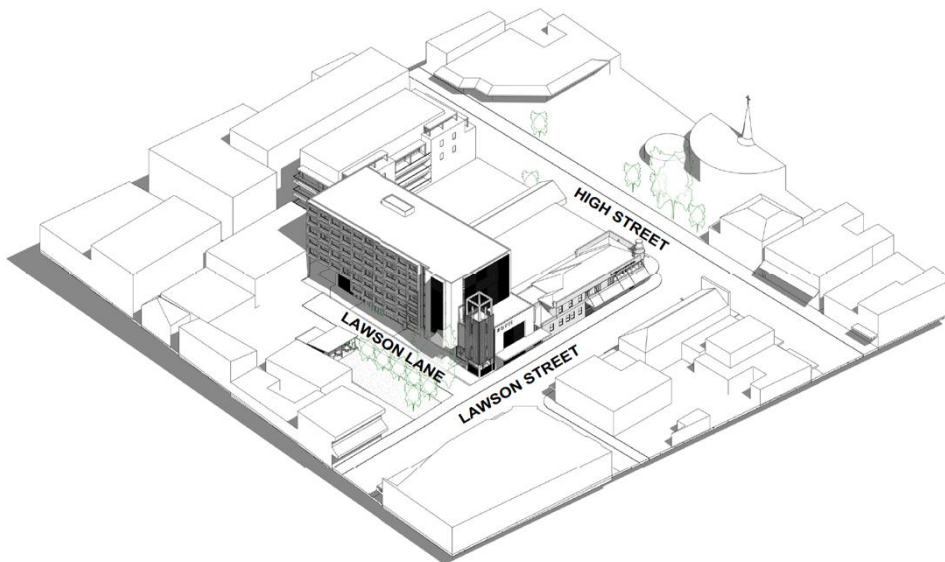


Figure 5 – Design concept South East. Source: NRA-Co-Lab Design Report 2017 p37

In addition to the amended FSR control and height control, the intended outcome for the site is a built form consistent with the intention of providing a more appropriate edge development, which retains and improves amenity while providing access through the site for occupants of surrounding buildings and broader locality.

The development yield analysis in Figure 6 demonstrates that a redistribution of the Gross Floor Area (GFA) across the sites is consistent with the density anticipated by LEP 2010. The GFA of the site currently under the LEP 2010 is 5,064m<sup>2</sup>. The Planning Proposal results in a slight increase to facilitate the development but retains an overall yield of 5,908m<sup>2</sup> which is consistent with the B3 Zone.

Site	Site Area	Height	FSR	TOTAL GFA
Existing Controls	1,688	12	3	5,064
		12 Over 420 (Australian Arms Hotel)		
Proposed Controls	1,688	24 Over 1268 (Remainder of site)	3.5	5,908
<b>Total Increase</b>				844

Figure 6 – Development yield analysis



## Part 2 – Explanation of Provisions

The proposed amendments as part of this Planning Proposal are:

1. Amend the height control for land at 351 and 359 High Street, Penrith (Lot 9 DP 28199 and Lot 2 DP 513015) from 12m to a split height control of 12m over the heritage item and 24m over the remainder of the site.
2. Amend the floor space ratio control for land at 351 and 359 High Street, Penrith (Lot 9 DP 28199 and Lot 2 DP 513015) from 3:1 to 3.5:1.

The Planning Proposal does not involve any change to the existing zone which applies to the site. The Planning Proposal seeks a change to LEP 2010 maps as indicated in Figures 7 - 10.



Figure 7 - Current LEP 2010 Map 13  
FSR Amendments Extract

Figure 8 - Proposed LEP 2010 Map 13  
FSR Amendments Extract

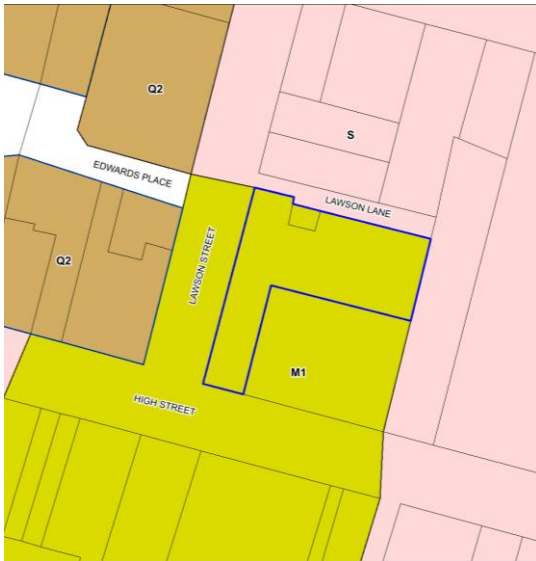


Figure 9 - Current LEP 2010 Map 13  
Height Amendments Extract

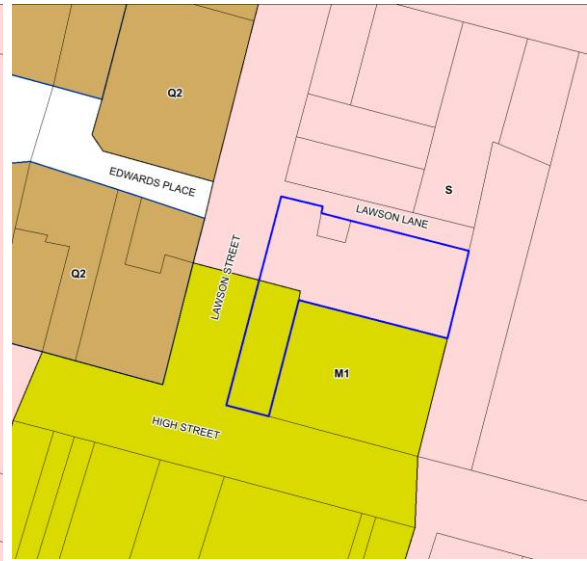


Figure 10 - Proposed LEP 2010 Map 13  
Height Amendments Extract

## Part 3 – Justification

---

This part of the Planning Proposal demonstrates the need for the proposed amendments to LEP 2010, the relationship with the strategic planning framework, the impacts of the proposed changes, and State and Commonwealth interests.

### Section A – Need for the Planning Proposal

#### Q1. Is the Planning Proposal a result of any strategic study or report?

The Planning Proposal is a result of the Urban Design Study and Conservation Management Plan.

It is considered reasonable to amend the controls in LEP 2010 where the local heritage item is maintained in its existing form to address High Street. The open car park and beer garden to the rear can accommodate a building form and scale consistent with that proposed. The proposed future development of hotel accommodation, conference and function facilities may assist with reinvigorating the night-time economy and increase employment and economic opportunities in the City Centre.

The Planning Proposal is consistent with the Urban Design Study where it identified the following preferred built form option in the surrounds:

- Height 12 and 24 metres;
- FSR 3.5:1,

To achieve the preferred built form option, it is necessary to amend the LEP 2010 through a Planning Proposal. The preferred built form option is consistent with surrounding development.

The proposed FSR increase is compatible with the bulk and scale of the existing and desired future character of the locality. Amending this control will provide sufficient floor space for appropriate, high quality development.

The introduction of a split height control will protect the heritage item and allow complimentary development on appropriate parts of the site. The amended FSR control applied across the site will facilitate the proposed development. The amendments proposed reasonably contribute to realising public benefits of the future development.

The proposed amendments are consistent with the desired future character for the Penrith Commercial Core. They are sensitive to the heritage building on the site, and have been based on a preferred design option from the Urban Design Study which has been reviewed by Penrith's Urban Design Review Panel.

**Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The Planning Proposal is seen as the best means of achieving the objectives and intended outcomes because the justification to proceed with the amending LEP 2010 is the only means available to provide a complimentary development of the hotel which will retain and conserve the heritage item while providing for the proposed development.

**Section B – Relationship to Strategic Planning Framework**

**Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy or district plan or strategy (including any exhibited draft plans or strategies)?**

Yes. The Planning Proposal is consistent with the applicable plans and/or strategies as detailed below.

**Greater Sydney Region Plan – A Metropolis of Three Cities**

In March 2018, the Greater Sydney Commission published the Greater Sydney Region Plan – A Metropolis of Three Cities. The Plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters, and, guides the delivery of infrastructure. The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Planning Proposal is consistent with the Greater Sydney Region Plan. Relevant directions have been considered below.

Liveability – A city of great places

The Plan provides strategies to deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities.

**Objective 12 - Great places that bring people together**

Consistent. The site is currently B3 Commercial Core zoned land, close to the Penrith Commercial Core and within walking distance to public transport. The Planning Proposal will allow the potential of this underutilised site in close proximity to services and infrastructure to be explored by the proponent. The amendment will allow consideration of opportunities for the future use of the land that may

include redevelopment with needed hotel facilities. A hotel development on the site will prioritise opportunities for complimentary uses which are close to and use public transport.

#### Productivity – Jobs and Skills for the City

The Plan advocates for investment and business activity in centres supporting Greater Sydney's growing population. The Plan advocates for well-connected and diverse centres. Attracting investment, business activity and jobs in strategic centres across Greater Sydney increases access to a wide range of jobs, goods and services close to people's homes and supports the 30-minute city.

Objective 22 – Investment and business activity in centres.

Consistent. The Planning Proposal will allow the site to be redeveloped for a 120 room, four star hotel with conference and function facilities which will bring business activity, investment and jobs in the Penrith City Centre consistent with the objective of supporting business development in the 'Greater Penrith Metropolitan Cluster'. The proposed amendments will also provide opportunities to conserve and interpret the heritage significance of the site, and the future development proposed will provide for a diverse and vibrant night-time economy in a way that responds to potential negative impacts.

#### **Western City District Plan**

In March 2018, the Greater Sydney Commission published the Western City District Plan.

It is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The Western City District Plan informs the assessment of Planning Proposals and provides the link between regional and local planning.

The Planning Proposal is consistent with the Western City District Plan.

A brief description of the relevant actions and the reasons why the proposal is consistent with these actions is provided below.

#### A city for people

Planning Priority W4 - Fostering healthy, creative, culturally rich and socially connected communities.

Action 11. Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by prioritising opportunities for people to walk, cycle and use public transport.

Consistent. The Planning Proposal seeks to facilitate hotel development options to be considered. The site is zoned B3 Commercial Core. Development of this type will result in commercial development in close proximity to existing rail infrastructure, creating opportunities for people to use public transport.

### A city of great places

Planning Priority W6 - Creating and renewing great places and local centres, and respecting the District's heritage.

Consistent. This Planning Proposal offers the opportunity for future development of this site which is sensitive to the local heritage listed Australian Arms Hotel, a gathering place that contributes to local character and the High Street heritage precinct. The Conservation Management Plan highlights the features and contributions of this important building, and outlines a framework for sensitive future development on the remainder of the property.

### Flooding in the Hawkesbury – Nepean Valley

Consistent. The site is considered to be of lower flood risk, given that there is no direct affectation by the 1 in 100 chance per year flood level or the PMF level. A Flood Risk Management Report is provided in Appendix 3. The increase in gross floor area that would result from the proposed Height and FSR amendments is considered to be consistent with development permissible on surrounding sites.

The District Plan identifies a range of specific matters for consideration in place- based planning for Metropolitan Clusters. They include increased development in, or within a walkable distance of the centre. This is considered to be an important part of a 30-Minute City, which is an aspiration of the Plan.

The 30-Minute City aspiration will guide decision making on locations for transport, housing, jobs, tertiary education, hospitals, and other amenities.

### Productivity

Planning Priority W9 - Growing and strengthening the metropolitan cluster

Action 43 - Requires that Council, the GSC and other planning authorities carry out the following:

- a. support the transformation of the City Centre to grow to its ultimate potential
- d. facilitate the attraction of a range of uses that contribute to an active and vibrant City Centre
- e. facilitate opportunities for a diverse economy that delivers jobs of the future, strong employment sectors and improves access to education and training
- f. capitalise on opportunities associated with the Western Sydney Airport including Western Sydney City Deal initiatives
- g. encourage new lifestyle, tourist and cultural uses to activate streets and grow the tourism and nighttime economies
- h. activate primary and secondary streets and deliver contemporary urban public spaces

Consistent. The Planning Proposal offers the opportunity for development of the site consistent with the potential the existing zoning. The site also has the potential to offer an improved night time economy for the area through tourism uses which compliment, but do not replicate the existing use of the Australian Arms Hotel. These uses may facilitate the provision of additional jobs in the hospitality sector and allow Penrith to capitalize on tourism opportunities created by the Western Sydney Airport. Appropriate development on this site of this site will set the standard for future development of sites along Lawson Street and along connecting roads into the Penrith City Centre.

#### Jobs and skills for the city

Planning Priority W11 - Growing investment, business opportunities and jobs in strategic centres. The District Plan identifies that the growth, innovation and evolution of centres will underpin the economy of the Western City District. Centres continue to be a key organising element of the urban structure of Greater Sydney and provide an important role in providing access to jobs, goods and services. Well-planned centres help to stimulate economic activity and innovation through the co-location of activities, provide jobs closer to where people live and use infrastructure more efficiently.

Consistent. The Planning Proposal seeks to facilitate hotel development in the Penrith Commercial Core. Development of this type will result in commercial development which will stimulate economic activity and innovation through the co-location of activities, provide jobs closer to where people live and use infrastructure more efficiently.

#### **Q4. Is the Planning Proposal consistent with Council's local strategy or other local strategic plans?**

Yes, the Planning Proposal is consistent with Council's strategic planning frameworks, which consist of the following documents:

- Community Plan;
- Community Engagement Strategy;
- Delivery Program and Operational Plan;
- Resourcing Strategy;
- City Strategy; and
- Cooling the City Strategy.

#### **Community Plan**

The document of most relevance to this Planning Proposal is the Community Plan, which identifies the community's long term aspirations for Penrith City, with outcomes and strategies to achieve this.

#### Outcome 2 - Planning for future growth.

### Strategy 2.1

Seeks to facilitate development in the City that considers the current and future needs of the community Facilitate quality development that encourages a range of housing types, employment, recreation and lifestyle opportunities.

- The Planning Proposal seeks to facilitate the provision of improved employment and services in an area with a high degree of amenity, recreational opportunities and good access to public transport.
- The Planning Proposal includes a range of employment generating land uses, including floor space for a hotel, function and conference facilities.

### Strategy 2.2

Protect the City's natural areas, heritage and character

- As demonstrated in the Urban Design Study at Appendix 4, the proposal does not result in any adverse impact on the heritage items in the Penrith CBD.

The Planning Proposal is consistent with the Community Plan, and aligns with the intended outcomes and strategies to accommodate future growth and facilitate development to meet the needs of the community. The hotel development will support this outcome.

### **Penrith City Strategy**

The Penrith City Strategy seeks to help build a sustainable future for the Penrith community. It does this by summarising the key issues facing the LGA over the next 10-20 years, and outlining how Council will respond. The issues and policy responses in the Penrith City Strategy inform the Community Plan and Council's 4-year Delivery Program.

The Penrith City Strategy aims to guide future planning directions and to establish a set of strategies for the development of revised planning controls for Penrith City Centre. The site is in the area to which the strategy applies. The proximate location of the site in relation to the City Centre and as part of the CBD. Relevant directions and goals include:

Businesses that adapt to emerging needs and opportunities

- Allows Penrith to respond to the business and employment opportunities created by the development of the Western Sydney Airport

Maintain a contemporary framework of land use and contribution policies, strategies and statutory plans.



- The Planning Proposal gives Council the opportunity to adapt LEP 2010 to the changing needs and context of development in Penrith City Centre.

#### Support the revitalisation of Penrith City Centre

- The Planning Proposal will, through supporting the night time economy in the City Centre and providing short-term accommodation necessary for growth in the tourism market.
- As demonstrated in the Urban Design Report, the height amendment will create an appropriate built form that will create vibrancy and interest in Penrith City Centre.

#### Achieving an ecologically sustainable City Centre

- Increasing employment near train stations reduces reliance on private vehicle usage. As such, the proposal will improve the cities potential to achieve the goal of creating an ecologically sustainable City Centre.
- The proposal demonstrates that the height amendment can assist in creating an appropriate built form whilst protecting environmental amenity at the immediate ground plane and in the surrounding public domain.

#### Residents have access to employment and training opportunities

- The Planning Proposal will enable more diverse options for the future development of the site, thus increasing the potential of the site to supply employment.

In summary, the Planning Proposal has strategic merit. It is consistent with the strategic planning framework that applies to the site. The proposal has site specific merit, and there is sufficient infrastructure and services in place to enable the site to be developed in the future.

### **Q5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?**

The NSW Government publishes State Environmental Planning Policies (SEPPs) and Sydney Regional Environmental Plans (SREPs or deemed SEPPs). These documents deal with matters of State or regional planning significance. The Planning Proposal is consistent with applicable State Environmental Planning Policies (SEPPs), as demonstrated below, due to the proposed changes being of minor significance.

## State Environmental Planning Policies

SEPP Title	Applicable	Consistent
SEPP No 1—Development standards	No	N/A
SEPP No 14—Coastal Wetlands	No	N/A
SEPP No 19—Bushland in Urban Areas	No	N/A
SEPP No 21—Caravan Parks	No	N/A
SEPP No 26—Littoral Rainforests	No	N/A
SEPP No 30—Intensive Agriculture	No	N/A
SEPP No 33—Hazardous and Offensive Development	Yes	Yes. Nothing in this Planning Proposal prevents the application of this SEPP
SEPP No 36—Manufactured Home Estates	No	N/A
SEPP No 44—Koala Habitat Protection	No	N/A
SEPP No 47—Moore Park Showground	No	N/A
SEPP No 50—Canal Estate Development	No	N/A
SEPP No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	No	N/A
SEPP No 55—Remediation of Land	Yes	Yes. No rezoning of land is proposed, therefore no contamination report is required.
SEPP No 62—Sustainable Aquaculture	No	N/A

SEPP Title	Applicable	Consistent
SEPP No 64—Advertising and Signage	Yes	Yes. Nothing in this Planning Proposal prevents the application of this SEPP
SEPP No 65—Design Quality of Residential Flat Development	No	N/A
SEPP No 70—Affordable Housing (Revised Schemes)	No	N/A
SEPP No 71—Coastal Protection	No	N/A
SEPP (Affordable Rental Housing) 2009	Yes	Yes. Nothing in this Planning Proposal prevents the application of this SEPP
SEPP (Building Sustainability Index: BASIX) 2004	Yes	Yes. Nothing in this Planning Proposal prevents the application of this SEPP
SEPP (Exempt and Complying Development Codes) 2008	Yes	Yes. Nothing in this Planning Proposal prevents the application of this SEPP
SEPP (Housing for Seniors or People with a Disability) 2004	No	N/A
SEPP (Infrastructure) 2007	Yes	Yes. Nothing in this Planning Proposal prevents the application of this SEPP
SEPP (Integration and Repeals) 2016	No	N/A
SEPP (Kosciuszko National Park—Alpine Resorts) 2007	No	N/A
SEPP (Kurnell Peninsula) 1989	No	N/A
SEPP (State Significant Precincts) 2005	No	N/A
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	No	N/A

<b>SEPP Title</b>	<b>Applicable</b>	<b>Consistent</b>
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007	No	N/A
State Environmental Planning Policy (Penrith Lakes Scheme) 1989	No	N/A
SEPP (Rural Lands) 2008	No	N/A
State Environmental Planning Policy (State and Regional Development) 2011	No	N/A
State Environmental Planning Policy (State Significant Precincts) 2005	No	N/A
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	No	N/A
SEPP (Sydney Region Growth Centres) 2006	No	N/A
State Environmental Planning Policy (Three Ports) 2013	No	N/A
State Environmental Planning Policy (Urban Renewal) 2010	No	N/A
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	Yes	Yes. Nothing in this Planning Proposal prevents the application of this SEPP
SEPP (Western Sydney Employment Area) 2009	No	N/A
SEPP (Western Sydney Parklands) 2009	No	N/A

**Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1directions)?**

The Minister for Planning and Environment issues Local Planning Directions that Councils must follow when preparing a Planning Proposal. The directions cover the following broad categories:

- employment and resources,
- environment and heritage,
- housing, infrastructure, and urban development,
- hazard and risk.

This Planning Proposal is considered to be consistent with all applicable Section 9.1 Directions, as demonstrated below, primarily because the proposed changes are of minor significance.

**Section 9.1 Ministerial Directions - Local Planning Directions**

Direction	Applicable	Consistent	Comment
<b>1 Employment and Resources</b>			
1.1 Business and Industrial Zones	Yes	Yes	<p>The Planning Proposal does not recommend any amendment of the current B3 – Commercial Core zone (a business zone) and increases the floor space area and height of buildings.</p> <p>The Planning Proposal will provide for a mix of employment uses will not result in the loss of industrial lands.</p> <p>The Planning Proposal will facilitate the renewal of underutilised employment land. The Planning Proposal aims to facilitate an increase in employment in the precinct.</p> <p>The Planning Proposal is consistent with the objectives of the direction because it may provide employment and improve the servicing and facilities for those uses.</p>

Direction	Applicable	Consistent	Comment
1.2 Rural	No	-	-
1.3 Mining, Petroleum Production and Extractive Industries	No	-	-
1.4 Oyster Aquaculture	No	-	-
1.5 Rural Lands	No	-	-
<b>2 Environment and Heritage</b>			
2.1 Environment Protection Zones	Yes	Yes	The Planning Proposal retains existing planning controls that facilitate the protection and conservation of environmentally sensitive areas or reduce the environmental protection standards that apply to the site.
2.2 Coastal Management	No	-	-
2.3 Heritage Conservation	Yes	Yes	The Planning Proposal retains and enhances the local heritage item. A CMP has been prepared to highlight key features of the heritage item and outline conservation considerations for the Planning Proposal and any future development on the site.
2.4 Recreation Vehicle Areas	Yes	Yes	The Planning Proposal does not recommend amendments that would enable the site to be developed for the purpose of a recreation vehicle area.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	No	-	-
<b>3 Housing, Infrastructure and Urban Development</b>			
3.1 Residential Zones	No	-	

Direction	Applicable	Consistent	Comment
3.2 Caravan Parks and Manufactured Home Estates	Yes	Yes	The Planning Proposal does not alter existing provisions relating to caravan parks and manufactured home estates.
3.3 Home Occupations	Yes	Yes	The Planning Proposal does not alter existing provisions permitting home occupations to be carried out in dwelling houses without the need for development consent. Dwelling houses are not permitted in the zone to which this Planning Proposal applies.
3.4 Integrating Land Use and Transport	Yes	Yes	The Planning Proposal recommends amendments that will enable the delivery of new business and employment opportunities close to public transport. The Planning Proposal is consistent with the objectives of the direction as it provides for business and employment in close proximity to established public transport, reducing travel demand and improving walkability.
3.5 Development Near Licensed Aerodromes	No	-	-
3.6 Shooting Ranges	No	-	-
<b>4 Hazard and Risk</b>			
4.1 Acid Sulfate Soils	No	-	-
4.2 Mine Subsidence and Unstable Land	No	-	-
4.3 Flood Prone Land	No	-	The site is not within flood planning or overland flooding areas. The Flood Risk Management report supporting the Planning Proposal demonstrates

Direction	Applicable	Consistent	Comment
			that effects of nearby flooding can be adequately managed in any future Development Application.
4.4 Planning for Bushfire Protection	No	-	-
<b>5. Regional Planning</b>			
5.1 Implementation of Regional Strategies	No	-	-
5.2 Sydney Drinking Water Catchments	No	-	-
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	No	-	-
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	No	-	-
5.9 North West Rail Link Corridor Strategy	No	-	-
5.10 Implementation of Regional Plans	Yes	Yes	The Planning Proposal is shown to be consistent with the NSW Government's Greater Sydney Region Plan – A Metropolis of Three Cities, as well as the District Plan, as outlined in Part 3 Section B of this report.
<b>6. Local Plan Making</b>			
6.1 Approval and Referral Requirements	Yes	Yes	The Planning Proposal does not recommend provisions requiring additional concurrence, consultation or referral of Development Applications to a Minister or a public authority.



Direction	Applicable	Consistent	Comment
6.2 Reserving Land for Public Purposes	Yes	Yes	The Planning Proposal does not recommend amendments that create, alter or reduce existing zonings or reservations of land for public purposes.
6.3 Site Specific Provisions	Yes	Yes	The Planning Proposal does not recommend additional, site specific planning controls.
<b>7. Metropolitan Planning</b>			
7.1 Implementation of A Plan for Growing Sydney	Yes	Yes	The Planning Proposal is consistent with the NSW Government's A Plan for Growing Sydney published in December 2014 and subsequent documents, namely, A Metropolis of Three Cities – The Greater Sydney Region Plan (published in March 2018) and the Western City District Plan (published in March 2018). Part 3B provides greater detail on the consistency of the Planning Proposal with these plans.
7.2 Implementation of Greater Macarthur Land Release Investigation	No	-	-
7.3 Parramatta Road Corridor Urban Transformation Strategy	No	-	-
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No	-	-
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	-	-

Direction	Applicable	Consistent	Comment
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	-	-
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	No	-	-
7.8 Implementation of the Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Yes	Yes	Land not affected by obstacle limitation surface or ANEF contours of the Western Sydney Airport

## Section C – Environmental, Social and Economic Impacts

### **Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Planning Proposal?**

The Planning Proposal will not affect any critical habitat or threatened species, populations or ecological communities, or their habitats.

In addition, this Planning Proposal does not recommend changing the application or intent of the provisions in LEP 2010 that require new development to identify and manage its environmental impacts, such as the preservation of trees and vegetation and the management of stormwater. These provisions will continue to apply to the site.

### **Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

The Planning Proposal does not result in any direct environmental impacts. It will, however, enable development of the land in accordance with the current B3 Commercial Core zoning. Any environmental impacts likely to arise as a result of any future development proposal will be assessed as part of the Development Application process.

This Planning Proposal does not seek to amend any of the provisions in LEP 2010 that require new development to identify and manage its environmental impacts.

### Heat Migration

The site is located within one (1) of the five (5) areas already identified as a priority for heat migration. Council's Cooling the City Strategy was developed to respond to the issue of heat with an adopted goal to "increase green cover, shade and landscaping to 'cool down' Penrith". As such, any future development proposal will need to demonstrate consistency with the abovementioned strategy.

Any future redevelopment undertaken in line with the current zoning will need to incorporate measures to address the impacts of urban heat (i.e. include reflective surfaces, porous pavements, Water Sensitive Urban Design, open/green space, etc.).

### Flood Risk

The site is considered to be of lower flood risk, given that there is no direct affectation by the 1 in 100 chance per year flood level or the PMF level, as the Flood Risk Management Report has identified. The minimal Gross Floor Area increases that would result from the proposed Height and FSR increases are also considered to not represent significant numbers of additional occupants beyond what the site is capable of accommodating without the proposed amendments being made.

### **Q9. Has the Planning Proposal adequately addressed any social and economic effects?**

The amendment and subsequent redevelopment of the hotel site has the potential to have positive social and economic benefits for the community, in that it enables consideration of the potential future redevelopment of land for uses consistent with the B3 Commercial Core zoning under LEP 2010 (i.e. opportunity for additional hotel development, employment and services to meet the needs of the community close to services and transport).

Development enabled by this Planning Proposal may assist in the delivery of hotel accommodation and facilities (likely the highest and best use), contributing to the provision of additional service and employment to cater to a range of needs in the Commercial Core. The future proposed development has the potential to provide new employment, closer to compatible uses and transport, improving the prospect of reducing commute times, with consequent social benefits.

It is considered that the Planning Proposal will make a positive contribution to night time economy by increasing occupancy within the Commercial Core with an additional 120 rooms and the services and activities related to that occupancy but available for all occupants and users of the Commercial Core during night hours.

The Planning Proposal will make a positive contribution towards diversifying the economy within the Commercial Core and increase job offerings in the City Centre within the hotel and support uses. The Penrith Night Time Economy Strategy 2015 identified the following as desirable improvements;

The Penrith Night Time Economy Strategy 2015 also identified that “activity is currently concentrated around Riley Street, the Australian Arms Hotel and Memory Park”. The proposed redevelopment would appear to provide an excellent opportunity to realize these aspirations in a location which already benefits from night time activity concentrated in this area.

Penrith Economic Development Strategy 2017 identifies Sectorial strengths for Penrith “across the education, health, professional services, construction, arts and recreation (tourism), transport and logistics, advanced manufacturing and agriculture sectors.” (p39) and notes that there is “significant potential to grow the visitor economy in Penrith. Natural assets such as the Nepean River and the Penrith Lakes Scheme, as well as the revitalisation of the City Centre will support this growth. Penrith currently has 1.3 million annual visitors, who inject \$231 million into the local economy annually. The growth of tourism infrastructure is required to increase visitation. Council’s Short-term Accommodation Study has identified “a market for a quality hotel” (p20). The Planning Proposal seeks to meet this market.

The Planning Proposal provides an opportunity for consideration of the redevelopment of an Under-utilised site, integrating permissible land uses to improve economic and social vitality of the area, and strengthen the economic performance of the Penrith City Centre. The Planning Proposal will unlock the development potential of the site and enable consideration of the provision of not only high quality hotel accommodation, but open space and public domain improvements. In doing so, the Planning Proposal presents opportunities for local employment and provision of services. As such, the Planning Proposal, and resultant development opportunity created, aligns with Council’s strategic direction to stimulate growth and development opportunities within the Penrith City Centre.

## **Section D – State and Commonwealth Interests**

### **Q10. Is there adequate public infrastructure for the Planning Proposal?**

The Planning Proposal allows consideration of the redevelopment of the site, which may result in a minor increase in demand for services in an existing urban area.

A preliminary Transport and Parking assessment based on the concept hotel development outcome is provided in Appendix 4.

The report indicates there is adequate capacity in the surrounding road network to cater for the traffic generated by a hotel development proposal, including the intersection of High Street/Lawson Street, which provides the main connection to the surrounding arterial network. The report highlights the site is well serviced by public transport networks including rail and several bus routes. Pedestrian and

cyclist infrastructure provide a good level of connectivity to the surrounding area. Council's traffic engineers have assessed the report and believe that it provides sufficient detail to analyse the effect of the proposed density increase, though further detailed work will be needed on submission of any Development Application.

It is recommended to provide site access from the north of the site via Lawson Lane.

Lawson Lane is a low traffic volume, local street with a cul-de-sac at its eastern end and a carriageway width of approximately 6 metres.

Access, including required vehicle turning paths will be addressed at detailed design stage to minimise the impact on existing on street parking and to meet the requirements of Council's planning controls. Pedestrian activity around the proposed access will also be addressed. Council may consider road upgrades, if required, at detailed design stage.

Further, public infrastructure requirements associated with any future development on the land would be assessed in detail as part of any Development Applications submitted for the site.

**Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?**

Consultation with State and Commonwealth agencies will be undertaken in accordance with Part 5 of this Planning Proposal and any approved Gateway determination.

## Part 4 – Mapping

---

The following map tiles are proposed to be amended as part of the Planning Proposal.

Map	Tile Number
Height of Buildings	Sheet HOB_013
Floor Space Ratio	Sheet FSR _013

The proposed LEP 2010 map tiles are provided in Appendix 5.

## Part 5 – Community Consultation

---

The Gateway Determination will outline the community consultation to be undertaken.

It is anticipated that the Planning Proposal will be exhibited for a period of at least 28 days at the Penrith's Civic Centre, Penrith Library, Council's St Marys Office and St Marys Library. All exhibition materials will be available on Council's website.

Notice of the public exhibition will be given in the local newspaper and on Council's website. Notice of the public exhibition will also be provided by a letter to the land owners and occupiers of adjoining and affected properties.

Consultation with public authorities will be undertaken in accordance with the requirements of the Gateway Determination.

## Part 6 - Project Timeline

Key steps in the plan making process are outlined in the project timeline, as shown in Table 4 below.

Milestone	Timeframe
Council endorsement to adopt the Planning Proposal and submit to the NSW Department of Planning and Environment for a Gateway Determination	September 2018
Submission to NSW Department of Planning and Environment	November 2018
Gateway Determination issued	November 2018 - January 2019
Public exhibition and public authority consultation	February 2019
Consideration of submissions	March 2019
Reporting of the Planning Proposal to Council	April - May 2019
Submission to NSW Department of Planning and Environment	June - July 2019
Publication of LEP amendment	August 2019



## Appendices

---

## APPENDIX 1

Conservation Management Plan prepared by Mark  
Bullen Architects

# CONSERVATION MANAGEMENT PLAN

FOR

## AUSTRALIAN ARMS HOTEL, PENRITH



Prepared for:

The Australian Arms Unit Trust

Prepared by  
**Mark Bullen** Architects Pty Ltd  
121 Military Rd, Neutral Bay 2089  
Tel: 9953 7799 Email: [mark@mbarchitects.com.au](mailto:mark@mbarchitects.com.au)

August 2018

# Contents

Executive Summary .....	4
1.0 Introduction .....	5
2.0 Documentary Evidence .....	5
2.1 History .....	5
2.1.1 Thematic History .....	5
2.1.2 Early History of Penrith .....	5
2.1.3 Development of the Australian Arms Hotel, Penrith .....	6
3.0 Physical Evidence .....	13
3.1 Context .....	13
3.2 Identification of Existing Fabric .....	15
3.2.1 Curtilage .....	15
3.2.2 Exterior .....	15
3.2.3 Interior .....	27
3.2.4 Contents/movable heritage .....	27
3.3 Analysis of Existing Fabric .....	35
4.0 Assessment of Cultural Significance .....	36
4.1 Comparative Analysis .....	36
4.2 Definition of Curtilage .....	36
4.3 Statement of Significance .....	37
4.3.1 Summary .....	37
4.3.2 Historical Significance .....	37
4.3.3 Associative Significance .....	37
4.3.4 Aesthetic Significance .....	37
4.3.5 Social .....	38
4.3.6 Research .....	38
4.3.7 Rarity .....	38
4.3.8 Representativeness .....	38
5.0 Constraints and Opportunities .....	39
5.1 Implications of Statement of Significance .....	39
5.2 Statutory and Other Listings .....	39
5.3 Heritage Context .....	39
5.4 Development Controls .....	39
5.5 Owner's Requirements .....	39

5.6	Public Safety.....	39
5.7	Limitations of the Study.....	40
6.0	Development of Conservation Policy.....	41
7.0	Policies and Guidelines .....	41
7.1	Conservation of Key Aspects of Significance .....	41
7.2	Curtilage and Setting.....	41
7.3	Conservation, Repairs and Maintenance.....	42
7.4	Managing Change .....	43
7.4.1	Changing Use and/or Ownership .....	43
7.4.2	Demolition.....	43
7.4.3	Adaptive Reuse .....	44
7.4.4	New Development .....	44
7.5	Archeological material .....	45
7.6	Review.....	45
7.7	Public accessibility of document.....	45
7.8	Interpretation.....	45
8.0	Confidential matters .....	46
9.0	References .....	46

# Executive Summary

## Background

The Australian Arms Hotel is situated in the main business precinct of Penrith, at 351-359 High Street. There has been a hotel on the site since the 1870s and possibly as early as the 1830s. The present hotel was built in 1940 in the Art Deco style. It has undergone some minor changes but is still relatively intact. Its curtilage includes a substantial area which is undeveloped.

The growth of Penrith is providing opportunities for development and the current owner has prepared a proposal for the site. Penrith Council has asked for a Conservation Management Plan (CMP) to guide change on this site.

The aim of this CMP is to provide guidelines for the conservation and management of the Australian Arms Hotel, to ensure that the heritage values of the site are maintained.

## Summary Statement of Significance

The Australian Arms Hotel is a two-storey brick building constructed in Art Deco style with local significance. It has historical significance, reflecting the importance of hotels in Penrith's commercial and social life. It has associative significance as an example of the work of Gordon McKinnon and Sons, Architects. It has aesthetic significance for its relatively intact exterior and partially intact interior fabric and is significant for its local rarity as a hotel in the Art Deco style.

## Document Structure

- 1.0 Documentary Evidence  
This section provides analysis of historical documentary evidence.
- 2.0 Physical Evidence  
This section provides a survey of the property and annotated images.
- 3.0 Assessment of Cultural Significance.  
This section includes comparative analysis, definition of curtilage and statement of heritage significance using the criteria established by the NSW Heritage Council.
- 4.0 Constraints and Opportunities  
This section considers constraints such as statutory listings, local authority controls and opportunities.
- 5.0 Development of Conservation Policy  
This section discusses the influence of factors affecting the development of policies for conservation of the hotel.
- 6.0 Conservation Policies and Guidelines  
This sets out policies informed by preceding parts of the CMP and strategies for their implementation.
- 7.0 Confidential Matters  
This section considers confidentiality.

## 1.0 Introduction

The Australian Arms Hotel is located at 351-359 High Street, Penrith (Lot 9 DP 28199 and Lot 2 DP 513015). It occupies only part of the site and its current owner wishes to retain the original hotel building and build new hotel accommodation on the remainder of the site. As part of the approvals process, Penrith City Council has requested the owner to have a Conservation Management Plan prepared.

Mark Bullen Architects have been engaged by the owner to prepare this document. In so doing, they have drawn upon a number of sources, including the 'Penrith Heritage Study' by Paul Davies, the 'Nepean Times' newspaper, written material and photographs held by Penrith City Council Library and photographs by Max Dupain held by the State Library of New South Wales.

## 2.0 Documentary Evidence

### 2.1 History

#### 2.1.1 Thematic History

A comprehensive thematic history of the Penrith area is contained in the Penrith Heritage Study 2007. State themes are explored and identified heritage items are associated with state and local themes.

The early development of inns in Penrith is placed within the state theme of *commerce*, with the "impetus for the investment in inns coming from the demand generated by the gold rush and the role of the Western Highway in transporting people and goods to the western goldfields."<sup>1</sup> Commercial interest in the area for tourist activities including accommodation around the Nepean River is noted from 1910 onward.

Hotels offering rooms for short or long-term stays would also fit within the theme of *accommodation*. Public hotels typically fit within the state theme of *leisure*, as places associated with recreation and relaxation. They can also be associated with *social institutions* where they have been used as venues for meetings or social events.

A survey of the history of the Australian Arms Hotel reveals a primary association with the theme of *commerce* with further association with *accommodation*, *leisure* and *social institutions*. Its aesthetic value as an exemplar of the Art Deco architectural style also places it within the theme of *creative endeavour*.

#### 2.1.2 Early History of Penrith

The area now known as Penrith was home to the indigenous Dharug people. European expeditions to the area, which commenced in 1789, recorded their presence particularly around the Nepean River, which was a valuable resource for hunting and foraging.<sup>2</sup>

In the first half of the 19<sup>th</sup> century a small unplanned town grew up around the court house of Penrith, which had been built in 1817 on the Great Western Road. A series of grants of land were made in the surrounding areas and the rate of settlement slowly increased. The railway was extended from Parramatta to Penrith by 1863 which provided some further stimulus to population growth in the area. In 1871 Penrith was proclaimed a municipality.<sup>3</sup>

---

<sup>1</sup> *Penrith Heritage Study* Vol. 2, 2007, p.34

<sup>2</sup> *Penrith Heritage Study* Vol. 2, 2007, p.17

<sup>3</sup> *Penrith Heritage Study* Vol. 1, 2007, p.11-13

### 2.1.3 Development of the Australian Arms Hotel, Penrith

The land on which the Hotel stands was originally part of a parcel of 100 acres granted to Sarah McHenry on 6<sup>th</sup> June 1834. Sarah McHenry was the wife of John McHenry, who had arrived in the colony in 1819 and acquired 1200 acres around Penrith through grant. It is believed that the 100 acre parcel was promised by Governor Macquarie in 1821; around 1827 McHenry built Lemon Grove within the northern part of this area. The Lemon Grove estate of 65 acres north of the railway line was eventually subdivided into 249 town blocks in 1885.<sup>4</sup>

In the meantime, development had been occurring in the southern part of the grant along High Street. There is some uncertainty about the early history of the buildings on the present site of the Australian Arms Hotel. It has been reported that about 1836 a hotel known as Hogan's Pub stood there.<sup>5</sup> Other reports suggest that in about 1860 Thomas Andrews was running a butcher's shop on the site and by 1872 he had built additions to it and had become the licensee of the first Australian Arms Hotel on that site. In 1877 he died and the licence passed to his wife Harriet.<sup>6</sup> Her obituary in 1901 stated that she had had a new hotel built on the site where the old house stood.<sup>7</sup>

A photograph believed to be from around 1906 shows a two-storey masonry building with a ground floor awning supported on posts. The same awning is evident in a postcard postmarked 1907. Later photos show a much more substantial two storey verandah. This was probably built around 1911 as it was reported in May of that year that alterations and additions were to be carried out at the hotel. "The old rooms and billiard room, which have done service for so long, are to be demolished and a new two-storey brick building erected in their stead to meet the requirements of the licensing inspector. The present two-storey brick building, standing on the corner of High and Castlereagh street will also be renovated and slight alterations made inside and the outside vastly improved by the erection of a wide balcony."<sup>8</sup>

Later issues of the local paper contain stories of the difficulty of obtaining tenders, but in July 1911 it was reported that good progress was being made with the alterations and additions.<sup>9</sup> A photograph from 1919 shows a wide balcony with timber balustrade extending around the corner of the building. By 1936 however it was reported that a notice had been served requiring the verandah posts and balcony over the footpath to be removed within 90 days from 25 June.<sup>10</sup> Whether this was due to their being in a state of disrepair or because balconies with support posts at the kerb side were no longer in favour in the age of the motor car is unknown.

---

<sup>4</sup> *Penrith Heritage Study Vol. 3*, 2007, p.212-218

<sup>5</sup> *Nepean Times*, 28 June 1962

<sup>6</sup> Parr, L. *Hotels and Inns of the Penrith District*, 2003, p.11

<sup>7</sup> *Nepean Times*, 31 August 1901, p.4

<sup>8</sup> *Nepean Times*, 6 May 2011

<sup>9</sup> *Nepean Times*, 29 July 1911

<sup>10</sup> *Nepean Times*, 13 August 1936





Figure 1: High Street, Penrith c.1906. The Australian Arms Hotel is on the right hand side and Cram Place (also a local heritage item) can be seen on the left.  
Image courtesy of Penrith City Library photographic collection, creator Charles Kerry



Figure 2: High Street, Penrith: Postcard postmarked 1907, with Australian Arms single storey awning just visible on right hand side.  
Image courtesy of Penrith City Library, Joyce Cole photographic collection



Figure 3: High Street Penrith c. 1911 with Australian Arms on right hand side.  
Image courtesy of Penrith City Library, Arthur Street photographic collection.



Figure 4: Australian Arms Hotel intersection of High and Castlereagh (now Lawson) Streets in 1919  
Image courtesy of Penrith City Library photographic collection.

By 1939 the hotel was owned by Mrs Frances G Fulton of Rose Bay. The Penrith Licensing Inspector, Sergeant Sheridan, considered the premises to be so unsatisfactory that he applied to the Licensing Court for their demolition and replacement with a modern hotel consisting of dining room, kitchen, parlour, twelve bedrooms, etc. In evidence to the Court, he described the hotel as consisting of "one bar, a dining room, three parlours, seven bedrooms, bathrooms – gents at the end of the verandah and ladies at the end on top of the stairs. There was no hot water throughout the building and no shower cubicles. One wall was damp, the floor in the ironing room and the floors in two parlours were



decayed. There were wooden ceilings throughout the building, which permitted dust to seep through. Other features were stated by the sergeant to be unsatisfactory." <sup>11</sup>

The application was opposed by the owner, who together with the property manager for Toohey's Ltd, claimed that the premises only required minor alterations and that several hundred pounds had already been spent over a number of years on minor alterations.<sup>12</sup>

The Court listened to the evidence and inspected the premises. In their judgment, they concluded that "the premises are in a dilapidated condition and in no way in keeping with the modern requirements of a hotel. The Court particularly noticed that the allegation as to the dampness of the premises is well founded, as it is apparent that the outer walls of the premises ... are suffering from dampness. It is perfectly apparent to the Court that the owner of the premises is particularly sound and that she will have no difficulty whatever in financing the building of new premises. The Court is entirely satisfied that public convenience requires that these premises should be rebuilt, and it has no hesitation whatever in making an order substantially in accordance with the licensing inspector's requisition. It does, however, limit the total number of bedrooms to be provided, including those for the licensee and staff, to twelve ... Plans to be submitted within three months and work completed within twelve months." <sup>13</sup>

A report in the local paper on 11 April 1940 of Penrith Council Meeting recorded that Gordon McKinnon and Sons, Architects, Sydney, had written to Council that they would shortly be submitting plans for the rebuilding of the Australian Arms Hotel, and had asked for some advice (sic) in sewerage matters. The new hotel was to comprise public and saloon bars, lounge, dining room, entrance hall, kitchen, servery, laundry. Lavatory blocks, 12 bedrooms lounge, balconies etc. and two lavatory blocks on the first floor. The mayor said that he had been informed that it was intended to spend between 14,000 and 16,000 pounds on the hotel. Council replied that it was anticipated that sewerage would be ready for connection when the building was completed. <sup>14</sup>

The hotel reappears in a further meeting report on 11 July 1940 when Council objected to the proposed construction of a "hood" over the main entrance in Castlereagh Street.<sup>15</sup> (Note that Castlereagh Street is now Lawson Street.)

In the Nepean Times in 1941, a report on permits issued for the erection of new buildings in 1940 based on information provided by Mr Phelps, Penrith Council's Building Inspector, included a new hotel at a cost of 8,000 pounds. The article noted that the hotel was the Australian Arms, which was opened the previous week, "a fine architectural structure, with every up to date accessory."<sup>16</sup> A later report described it as built by Elvy and Co. and being a "very modern and imposing building" that "considerably enhances the appearance of that section of the street".<sup>17</sup>

An aerial view of the site in 1943 shows the hotel roof and at the rear, on the northern boundary along the laneway, another roof of an outbuilding of unknown purpose (possibly a garage). A very small structure also appears to be situated on the eastern boundary between the hotel and the larger outbuilding. The properties to the east of the hotel appear to be completely separate from the hotel site.

---

<sup>11</sup> *Nepean Times*, 16 November 1939

<sup>12</sup> *Ibid.*

<sup>13</sup> *Ibid.*

<sup>14</sup> *Nepean Times*, 11 April 1940

<sup>15</sup> *Nepean Times*, 11 July 1940

<sup>16</sup> *Nepean Times*, 2 January 1941, p.1

<sup>17</sup> *Nepean Times*, 16 January 1941



Figure 5: Aerial view of the hotel site and surrounds in 1943, showing the hotel and outbuildings, with another building and an empty lot to the east of the hotel.

Image source: <https://maps.six.nsw.gov.au>, accessed 6 July 2018

During the 1940s the new hotel appears in newspaper reports as a venue for meetings and functions.<sup>18</sup> The Penrith branch of the Australian Labor Party met there regularly in 1941- 42 and the Penrith Chamber of Commerce held their inaugural annual dinner there in 1947 and a second dinner in 1948. In 1951 the local paper commented that many people “must have been impressed by the very fine example of civic pride set by Mr G.J. Aldridge, licensee for the Australian Arms Hotel, by the creation of a footpath garden and lawn adjoining the hotel premises.”<sup>19</sup>

In 1948 a promotional brochure on Penrith by Oswald Ziegler was published which included photographs by Max Dupain. The State Library of New South Wales now holds a large collection of photographs taken in and around Penrith by Dupain in that period. In that collection are at least four views of the Australian Arms Hotel. They all show the hotel as it appeared from diagonally across the High and Lawson Streets intersection.

The photographs provide invaluable evidence of the appearance of the hotel in the first decade of its existence. They reveal that the hotel at that time had another two entrances on Lawson Street where there are now windows, and that there were two timber framed windows where there are now metal louvres. The walls around the corner are light in colour. The finish is not discernible but is likely to have been tiles, as a slightly darker band of tiles at low level stepping up to a pyramid shape on the corner can be seen. Two of the photographs also show that on Lawson Street there appears to have been no additional structures immediately to the north end of the building but a little farther away is what may have been the outbuilding whose roof appears in the 1943 aerial view. A fence (possibly paling) runs along the Lawson Street boundary where there is now a low brick wall.

The photographs confirm that, with the exception of the treatment of openings on Lawson Street, the present building appears largely as it did in the 1940s.

<sup>18</sup> *Nepean Times*, various e.g. 29 May 1947

<sup>19</sup> *Nepean Times*, 12 July 1951, p.1



Figure 6: View of hotel taken by Max Dupain c. 1940s  
Image courtesy of Mitchell Library, State Library of New South Wales, Max Dupain Exhibition  
Negative Archive, File FL7649956

The present hotel has been in operation continuously since it first opened. In 2014 it was sold to the current owner, Australian Arms Unit Trust.



Figure 7: Panoramic photomontage in present hotel entrance hall showing views in 1919, 1983 and 1988 (Original source for 1919 view likely Penrith City Library Photographic Collection)

## 3.0 Physical Evidence

### 3.1 Context

The hotel is located at 351-359 High Street, Penrith. High Street is the main outdoor shopping street of Penrith, with a mix of single and two storey shops, cafes and small businesses. The hotel is about one kilometre from the train station. There is now a Westfield shopping mall close to the station, and the Civic Centre, Library and Performing Arts Centre are on the far side of that. The concentration of development back from and away from High Street means that the street has retained its character as a low scale, relaxed shopping strip. Nevertheless, there is higher development in the vicinity of the hotel and the current zoning permits buildings of 12m, 20m or 24 m height within a short radius of the site.



Figure 8: Aerial view identifying subject site

Source: Google Maps

There are a number of local heritage items in the vicinity of the hotel, including shops, churches and banking premises. These are identified at Figure 9, which shows their item numbers in the Penrith Local Environment Plan 2010. West of the hotel, on the other corner of Lawson and High Streets, is the shop at 361-365 High Street (No. 714) which comprises a mid-Victorian structure which has had a deco inspired façade added in the 1940s. Opposite the hotel on the south side of High Street is Cram Place, as well as a coach house, well, pump and cast iron fence (No. 201). This former branch of the Commercial Banking Company was built in 1879 and “demonstrates a high quality commercial premises... and an important phase in the development of the town.”<sup>20</sup> Directly to its east is St Nicholas of Myra Catholic Church (No. 688). The church is one of the earliest extant modern buildings in this part of Penrith and there are historic items, including memorials and early electric lamp stand, on the site, which comprises land donated in the 1830s.

<sup>20</sup> *Penrith Heritage Study Vol. 3, 2007, p.224*





Figure 9: Heritage items in vicinity of Australian Arms Hotel (No. 196).  
Source: Penrith Local Environment Plan 2010, Heritage Map HER 013.

Cram Place sits on High Street at the point where Lawson Street terminates. This means that from Lawson Street, there is a fine view of the building framed by the hotel and the shop at No. 361.



Figure 10: View corridor looking south along Lawson Street towards Cram Place.  
Source: Google maps, street view.



## 3.2 Identification of Existing Fabric

The fabric was investigated by non-intrusive observation and measurement. Access was not available to all hotel rooms due to the private nature of their occupation. Access was also not available to the roof cavity and roof.

### 3.2.1 Curtilage

The hotel building is located on the corner of High and Lawson Streets. It occupies the entire site frontage to High Street and the majority of the frontage along Lawson Street. The covered beer garden occupies the remainder of the Lawson Street frontage. There is a laneway at the northern end of the site off Lawson Street. Adjacent to the beer garden there is a substation, garden and brick outbuilding facing the lane. The site also includes an open car park behind the hotel which is accessed via the laneway.

An awning projects over the street for the entire south façade along High Street, and along the west façade as far as the entry to the accommodation. Along with the Art Deco tower, it provides architectural emphasis to the corner site and also marks the more public areas of the Hotel.

The principal views of the hotel are from High Street and Lawson Street. The ground floor is largely internalized with windows facing the street. The upper floor has more expansive views to the south and west from the verandah, views to the west from a small balcony and more limited views from bedroom windows on the west and south.

### 3.2.2 Exterior

The two-storey hotel is sited on a corner. It is built to the boundary at street level, while the first floor has a deep verandah colonnade wrapping around the corner to face both streets. On the corner itself is a three-tiered tower surmounted by a flag pole. The longest frontage is to Lawson Street and it is here that the main entrance is placed. Two doorways on High Street open directly into the front bar.

It is built of red face brick, predominantly smooth faced, with contrasting horizontal bands of textured face bricks running above and below the window openings. The red mortar joints are raked. There are hooded terra cotta ventilators set into the brick facework.

The brickwork at the main entrance curves inwards to form a recess for the entrance at the ground floor level and a small balcony at the first floor. There are circular brick columns to the first floor verandah. There is a concrete slab above the verandah supporting the brick parapet which curves inward where it meets the tower. The tower comprises two tiers of circular brickwork and a third tier of glass bricks. The latter is defined by concrete slab above and below.

The walls at the ground floor level have been rendered and painted along the High Street frontage and along Lawson Street as far as the extent of the first floor verandah over. Below the render is a band of modern tiling about 800mm high. Modern tiles have also been used on the steps to the main entrance and the other doors on High Street.

There is a section at the northern end of the ground floor on Lawson Street that is single storey. This now opens onto the covered beer garden. The hotel is partially set back from the eastern boundary to provide a covered service passage giving access to the toilets and the rear of the lobby from the front bars.

The roof is tiled in red Marseilles pattern glazed terra cotta tiles. Its hipped form is largely concealed from the street frontages by the brick parapets, with shaped rainwater heads on the upper façade serving the box gutters concealed behind the parapets. There is a chimney which serves the fireplace in the upstairs lounge.

There is a deep steel-framed awning which extends along the entire High Street frontage and along Lawson Street as far as the main entrance. It is supported by steel rods anchored to the façade at the upper level. The underside of the awning is clad in patterned pressed metal.

The main entrance doors to the lobby are timber framed and glazed with sidelights. Other entrance doors are also timber framed and glazed, as are the doors on the first floor opening onto the upper verandah, where frosted glass has been used. There is a modern set of folding glazed doors leading to the beer garden.

The windows to the front bar and to the first floor lounge are steel framed. There is curved glass in the windows at either end of the lounge and on the corner at street level. Other windows generally are timber framed. Two windows along the Lawson Street frontage have metal louvres within the original brick openings (one of which was originally a doorway as evidenced by the Dupain photographs). There is a set of louvred doors at low level providing direct access to the basement for keg deliveries.

The name of the hotel is displayed on the brick parapet on both street frontages in raised individual letters. It is also painted on the face of the awning where it rounds the corner. There are illuminated box signs suspended below the awning and a large one fixed to the upper façade on High Street.

There is some accretion of other modern fixtures on the façade and roof. Electrical items include cable conduits, faux coach lamps and the illuminated hotel signs. A television antenna, satellite dish and air conditioning plant on the roof are visible from the street. The eastern passageway has a vast accumulation of service pipes, conduits and the like.

The beer garden which is off the dining room is set back from the Lawson Street boundary and at the same level as the hotel so that it is above the street level. There is a set of steps and a ramp providing direct access from the street. Its entry is marked by brick piers and the gable end of a pitched metal roof. The structure is predominantly steel with dropdown acrylic blinds in lieu of walls. There is acrylic glazing to the pitched roof. There is a narrow section of flat roof separating that roof from the tiled roof of the dining room. Metal fencing partially encloses the beer garden area.

There is a low brick wall along Lawson Street in front of the beer garden interrupted by the steps and ramp giving access to that area. The bricks used in the wall are similar to but not the same as those of the main hotel building. The inference that they are a later addition is confirmed by the Dupain photograph of the 1940s. The wall returns at very low level around the corner to the laneway, enclosing a garden bed. Two car spaces behind the beer garden are accessed from the laneway. At the eastern end of the car spaces is a small brick building with tiled roof and timber door and immediately to its east is a substation with bollards.

The remainder of the site comprises a bitumen car park accessed via the laneway. It is bounded by guard rails on the laneway and other buildings to the south and east. The beer garden can be accessed from the western side of the car park.

There is little landscaping on the site. The garden bed at the laneway corner contains a young jacaranda and other shrubs and there is a narrow planter bed with shrubs and bougainvillea screening the substation and more shrubs between the beer garden and car park. There is some planting along Lawson Street behind the low brick wall including two jacaranda saplings and a hedge.

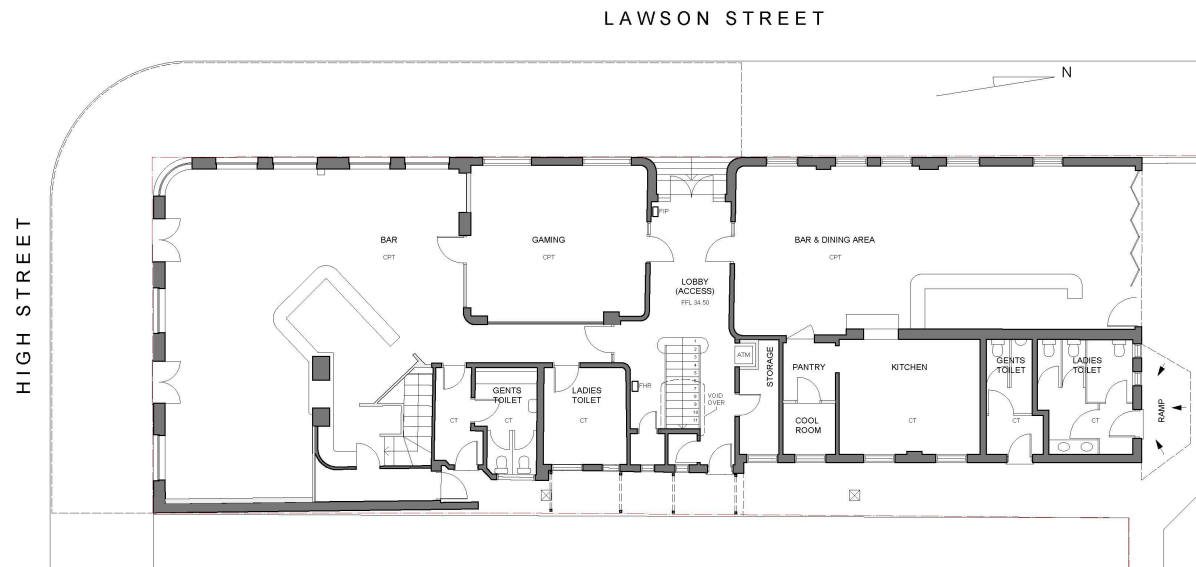


Figure 11: Ground Floor Plan



Figure 12: First Floor Plan

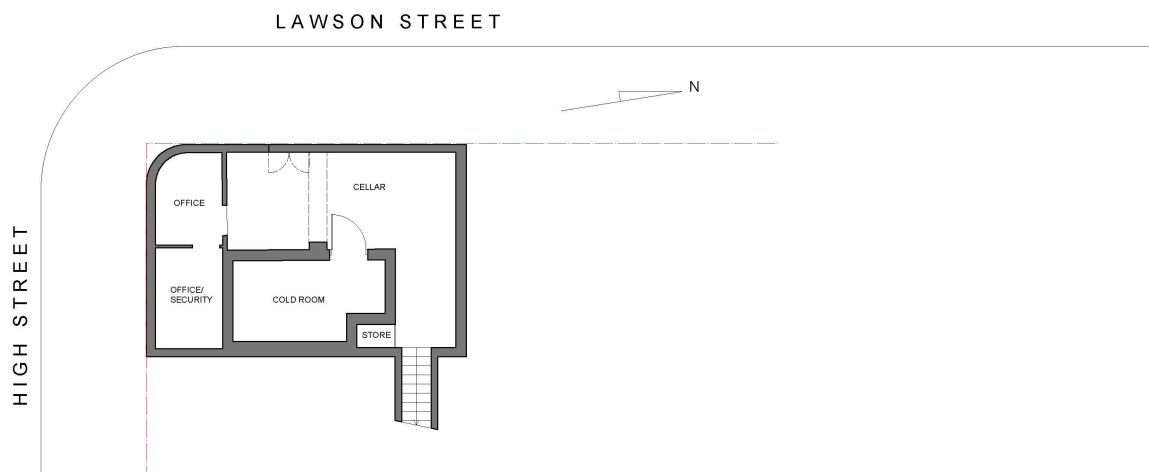


Figure 13: Basement Plan

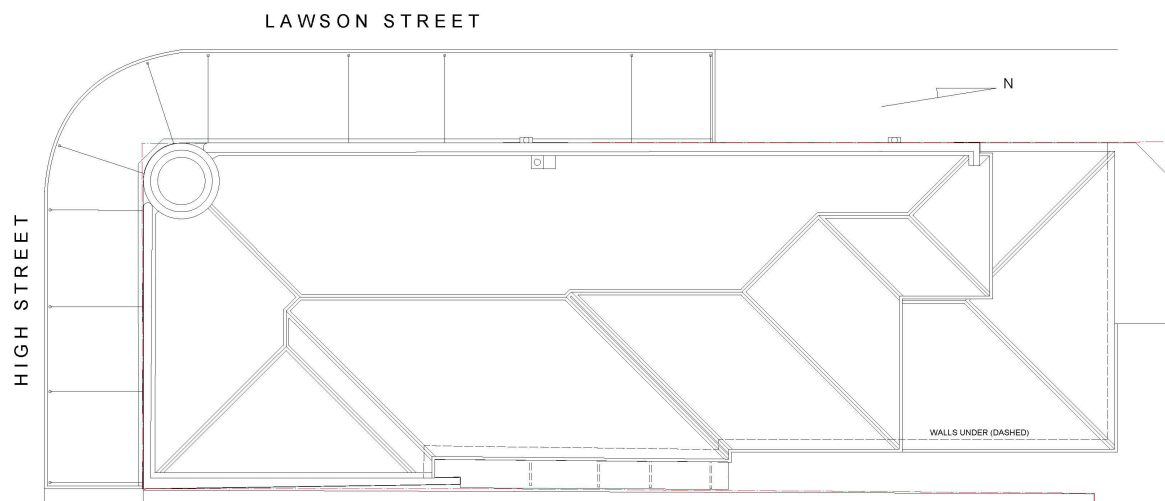


Figure14: Roof Plan



Figure15: West Elevation (Lawson Street)



Figure16: South Elevation (High Street)

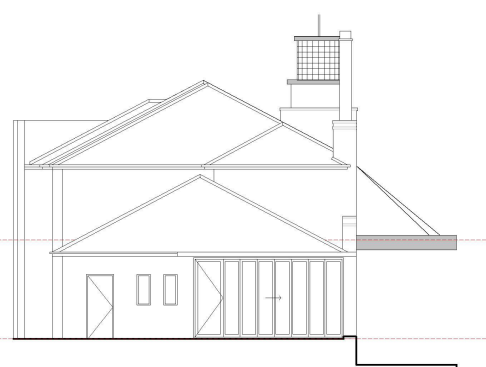


Figure 17: North Elevation



Figure18: East Elevation

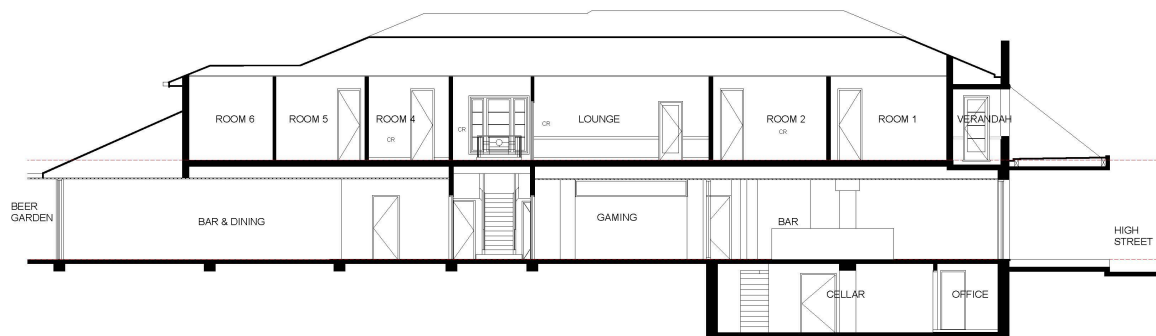


Figure 19: Longitudinal Section

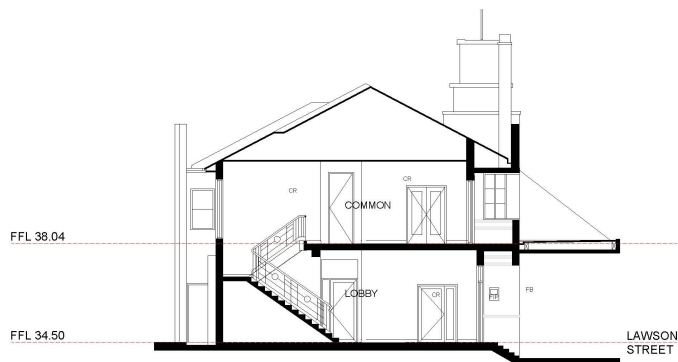


Figure 20: Cross Section



Figure 21: View at intersection of High and Lawson Streets



Figure 22: High Street view





Figure 23: Lawson Street view



Figure 24: Lawson Street view





Figure 25: Lawson Street view



Figure 26: Lawson Street view





Figure 27: Lawson Street view showing roofscape and beer garden gable

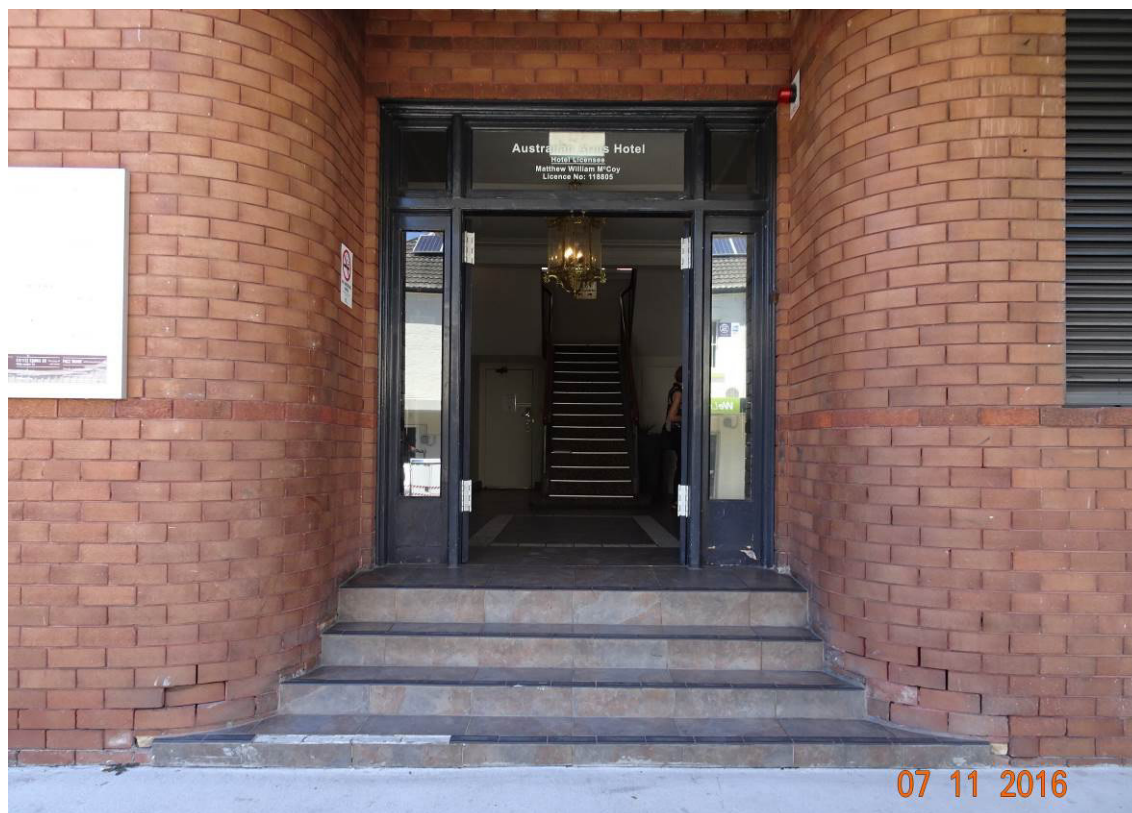


Figure 28: The main entrance on Lawson Street





Figure 29: View of the northern end of the ground floor from the covered beer garden



Figure 30: Ground Floor Eastern side showing windows to toilets and services pipework



Figure 31: First Floor Eastern side showing services pipework

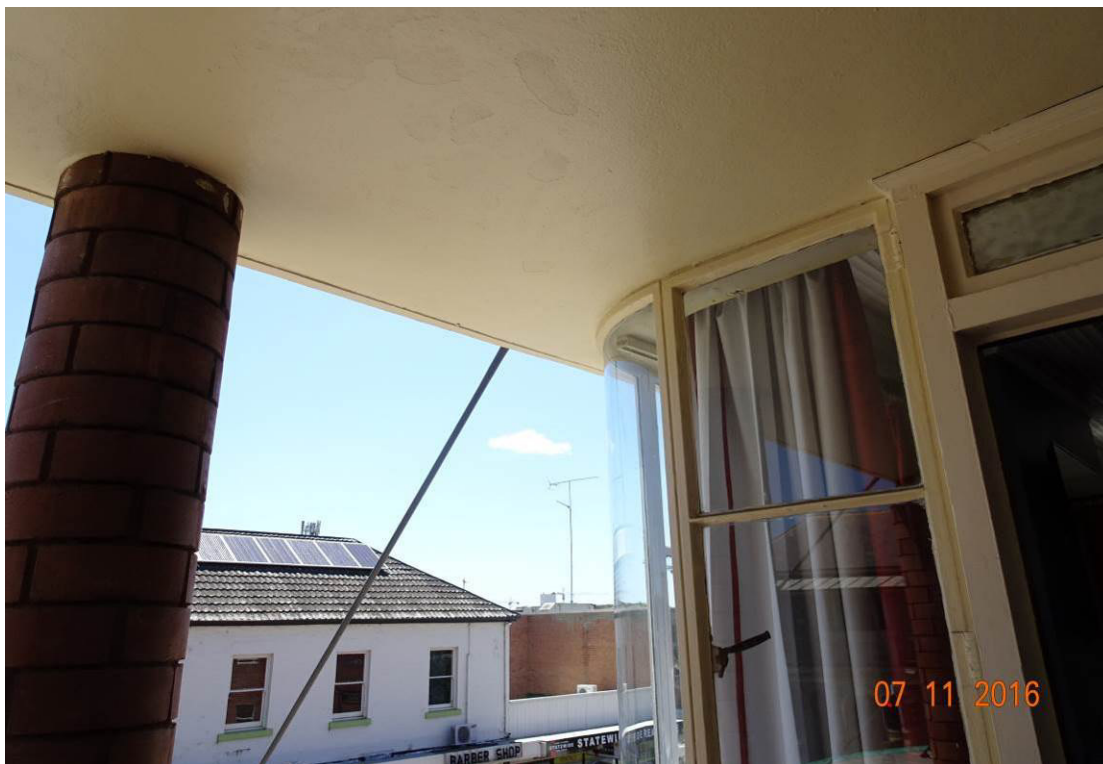


Figure 32: First Floor Verandah: Brick column, curved window and slab soffit



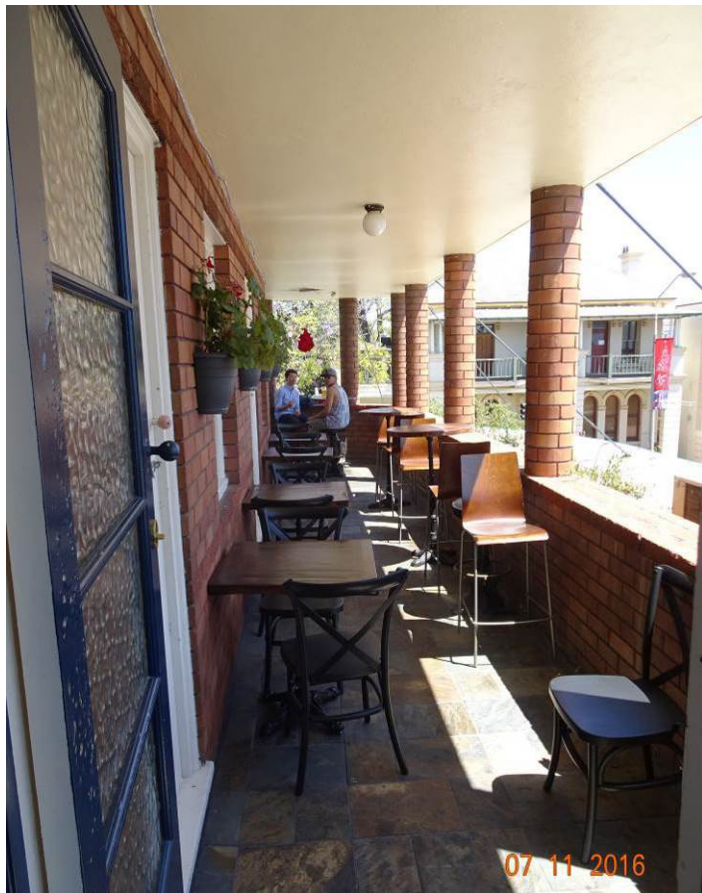


Figure 33: First Floor Verandah looking towards High Street. Cram Place can be seen on the opposite side of High Street.



Figure 34: View of substation outbuilding and car park at rear of hotel

### 3.2.3 Interior

#### *Basement*

There is a basement level accessed by a flight of concrete steps behind the main bar on the ground floor. It houses kegs, wine and general storage and services.

#### *Ground floor*

On the ground floor of the main hotel building there is a public bar opening off High Street and beyond that a room which is devoted to gaming. On the other side of the main entrance lobby is the dining room with kitchen and store rooms. There is one set of gents' and ladies' toilets near the main bar and another at the rear, accessed either through the dining room and beer garden or along the covered outdoor service corridor on the eastern side of the building.

There are curved corners in the bar and dining room (echoing the exterior form of the hotel). The public bar itself is curved and finished in timber veneer and ceramic tiles.

The lobby off Lawson Street contains a staircase which is bifurcated in plan and has a simple but elegant wrought metal balustrade with turned timber hand rail.

The bar and dining areas are carpeted and the lobby and beer garden are tiled. Walls are plastered. There are plasterboard ceilings in the bar and dining areas with bulkheads and lowered areas, including air conditioning ceiling registers and recessed downlights.

The toilets are ceramic tiled on floor and walls with ceramic fixtures.

#### *First floor*

At the top of the stairs is an open landing area with French doors opening onto a small balcony which provides cover over the main entrance. To the north is a hallway with 4 bedrooms and gents' bathrooms opening off it. To the south is another hallway giving access to a further 6 bedrooms, the ladies' bathroom and the lounge. The lounge can also be accessed from the landing at the top of the stairs. The lounge has a single glazed door opening onto the verandah overlooking Lawson Street.

On the first floor the curved corners of rooms seen on the ground floor are repeated. Bedrooms off the western side of the southern hall open via glazed doors onto the verandah. These rooms have fanlights over the doors, unlike the rooms off the northern hallway.

Habitable rooms on the upper floor are carpeted. Walls are set plastered. The ceilings appear to be fibrous plaster, not patterned, but with cornices stepped and detailed. The cornice in the lounge is more elaborate.

The timber joinery is simple with bevelled skirtings and no architraves to the doors. The internal doors are all flush. There is a timber mantel piece of simple reeded style to the brick fireplace in the lounge.

The bathrooms walls are lined with cream square glazed ceramic tiles with a black skirting and top finishing tile. There is a band of patterned feature tiles in black and cream. The floor tiles are small square buff coloured ceramic.

### 3.2.4 Contents/movable heritage

No items were observed with heritage value relevant to the history or aesthetics of the hotel. There have been a number of owners over the years since the hotel was built and changing tastes have presumably led to the loss of original contents.



Figure 35: Front Bar opening onto High Street



Figure 36: Front Bar with Lawson St windows on left





Figure 37: View of Dining Room looking north towards Beer Garden

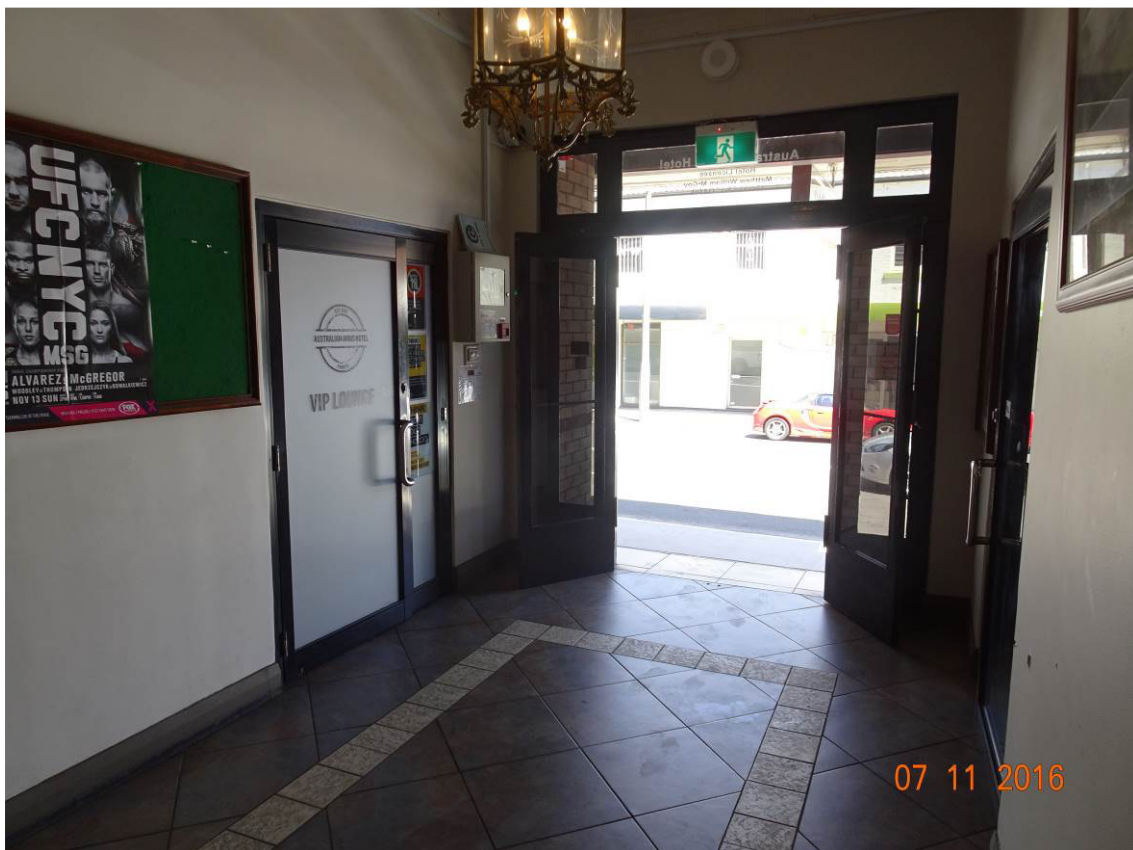


Figure 38: Entrance lobby opening onto Lawson Street



Figure 39: Entrance lobby and stairs



Figure 40: View of stair handrail, mid landing and window from First Floor



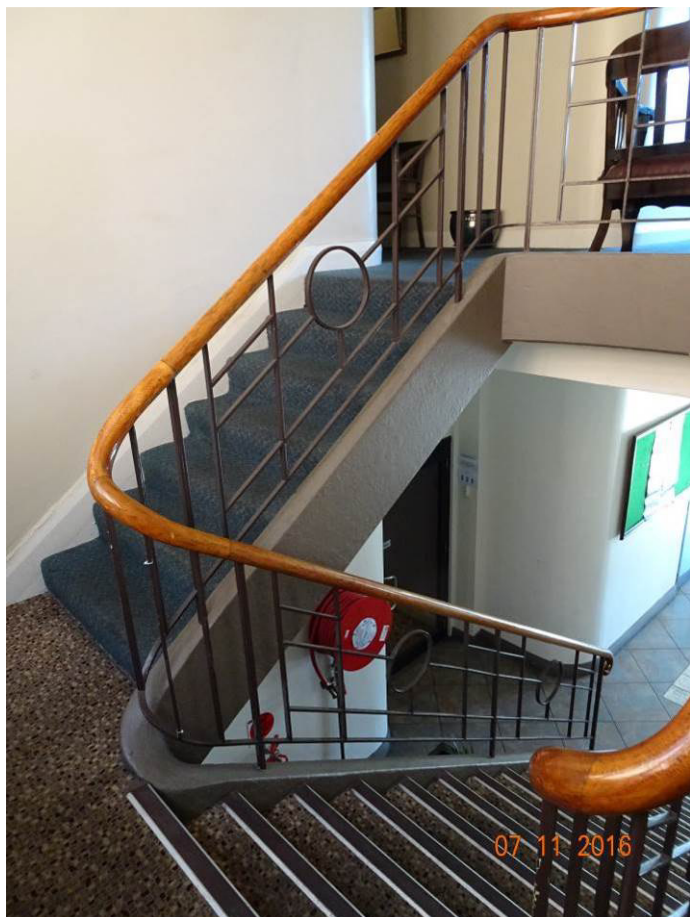


Figure 41: Stair balustrade and curved handrails



Figure 42: First Floor area at top of stairs and doors to balcony over main entrance

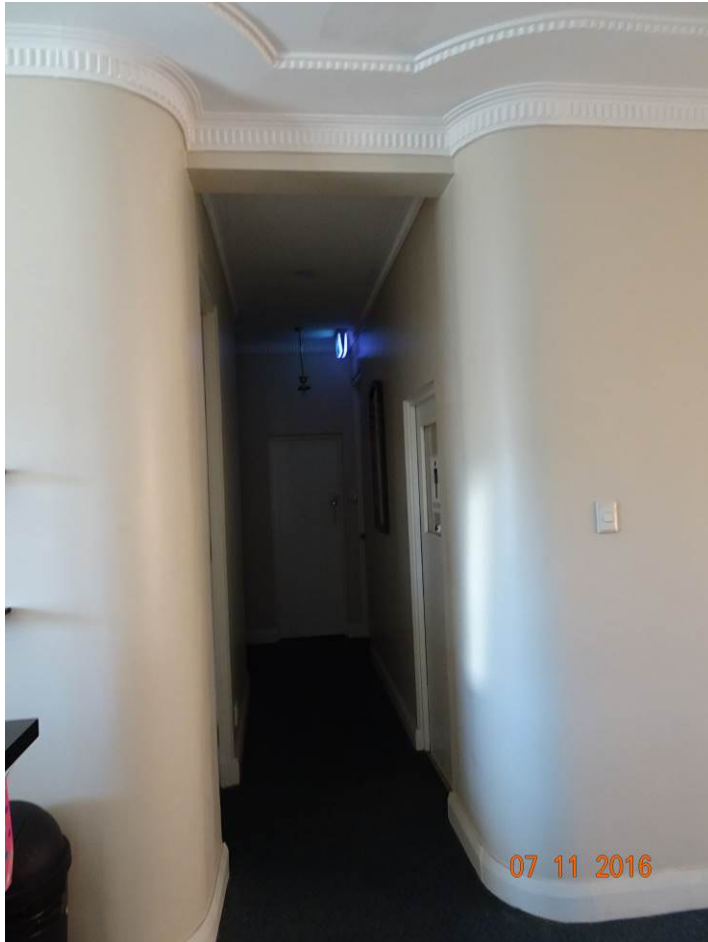


Figure 43: First Floor Hallway at top of stairs



Figure 44: First Floor Bedroom facing Lawson Street with curved corner



Figure 45: First Floor Lounge



Figure 46: First Floor Lounge





Figure 47: First Floor Lounge: Cornice detail



Figure 48: First Floor Ladies' Bathroom with original tiles

### 3.3 Analysis of Existing Fabric

The style of the main hotel building is Art Deco, demonstrating typical streamlined horizontal emphasis and wrap around response to the corner site. The signage letters of the hotel name are also typical of Art Deco. The building form and fabric are largely original and consistent with the construction date of c.1940.

The tiled and rendered treatment of the external walls of the bar at street level is of a later date, as are the unsympathetic metal louvres to two windows.

The low brick wall along Lawson Street is not original but is of similar brick type and has been visibly toothed into the main hotel façade brickwork.

The beer garden structure is a much later addition with an inappropriate style more typical of the last quarter of the 20<sup>th</sup> century. The covering over the eastern passageway, the substation and carpark are also later additions.

Various accretions in the way of services and fixtures have accumulated on the exterior since the hotel was first built. Most could be removed without major damage.

The disposition of the main interior spaces of the hotel remains fairly consistent with the description given at the time of its construction. The gaming room may have been the saloon bar in the past.

Most of the ground floor interiors, particularly in the bar and gaming room, have been altered since the hotel was first built. Ceilings have been replaced to accommodate services and false partitions installed. The framed and glazed doors at the northern end of the dining room have likely replaced the original brick façade. Only the curved walls and the lobby staircase remain representative of the building's Art Deco origins.

By comparison, the upstairs rooms, including the bathrooms, are on the whole very original. Doors have been replaced and there has been some deterioration in finishes but the fabric could be restored relatively easily.

The external fabric of the main hotel building is clearly the most significant aspect of this item. This is followed by the upper floor rooms and bathrooms. The fabric of the beer garden, substation and car park are of little to no significance.

## 4.0 Assessment of Cultural Significance

### 4.1 Comparative Analysis

Hotels are typically associated with the themes of commerce, accommodation and leisure. There are relatively few hotels in the Penrith local government area of recognized significance. Other locally listed hotels include the following.

The former Australian Arms Inn (c. 1841) and the former Arms Of Australia Inn (c. 1850) on the Great Western Highway at Emu Plains are local heritage items and are listed as examples of the once thriving inn trade associated with the crossing of the Blue Mountains by the Western Road.<sup>21</sup> The current Australian Arms Hotel is not associated with these in any way and is of a completely different period, although it is on the site of an earlier hotel.

Red Cow Hotel (c. 1862) at 1-7 Station Street, Penrith is the oldest extant licensed hotel premises in the CBD and has historic associations with local identities and the coming of the railway.<sup>22</sup> It is of a different period and style from the present Australian Arms Hotel.

Wagon Wheel Hotel (c.1955) on the Great Western Highway at St Mary's is on the site of an earlier hotel and wheelwright business of the 1860s. It is listed for its historical associations rather than townscape or architectural significance.<sup>23</sup>

Wallacia Hotel (c.1930s) is a large interwar country resort style hotel in mock Tudor style. It is representative of the theme of leisure.<sup>24</sup>

The Australian Arms Hotel is a fine exemplar of the Art Deco style. There are no comparable buildings within the Penrith area. Some individual buildings exhibit Art Deco influence or features but none is as complete or as good an example.

There are several Art Deco hotels elsewhere in the Sydney region, such as the Clare Hotel in Chippendale. Many of these exhibit characteristics similar to those of the Australian Arms but are not necessarily as intact. The Australian Arms Hotel is comparable with these, and notable for its tiered "wedding cake" massing.

The comparative rarity of the hotel as a surviving hotel which exemplifies the Art Deco style justifies its current status as a heritage item of local significance.

### 4.2 Definition of Curtilage

The curtilage of an item provides a physical context for it and can be a buffer to surrounding development. In this case the present curtilage includes the beer garden, substation and car park. An aerial view from 1943 (see Figure 40) indicates that the hotel occupied the lot on the corner and that the adjacent lot fronting High Street was occupied by a separate building with its own back yard. East of that was an empty lot; evidence of a worn path diagonally across it suggests it was used as a shortcut to and from the main street from the rear lane. Historically it would seem that the primary curtilage of the hotel did not include the substation or car park areas.

There is no evidence that the beer garden retains any original features and the covered structure does not have any heritage or aesthetic value. Like the substation and brick outbuilding it is not sympathetic with the hotel design. The car park area is an open bitumen lot from which the main hotel is not readily visible. None of the present improvements within the curtilage makes any particular contribution to the appreciation of the hotel building. This part of the present curtilage is deemed to be of secondary importance.

<sup>21</sup> *Penrith Heritage Study* Vol. 3, 2007, p.84

<sup>22</sup> *Penrith Heritage Study* Vol. 3, 2007, p.247

<sup>23</sup> *Penrith Heritage Study* Vol. 3, 2007, p.288

<sup>24</sup> *Penrith Heritage Study* Vol. 3, 2007, p.307

The hotel's situation on the corner of the main street is of primary significance and the building is best appreciated from the opposite side of the street. The absence of any development on the car park does mean that the hotel presently can be read in part against the sky. However, it is inevitable that development will occur in the vicinity of the property and if it is well-designed it could provide a visual backdrop to the hotel which does not detract from its presentation to the street.

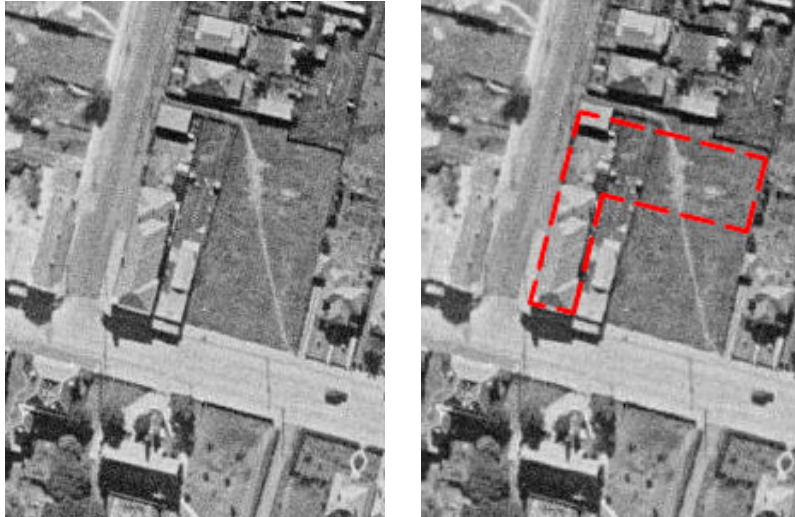


Figure 49: Aerial view of the hotel site and surrounds in 1943, showing the hotel and outbuildings, with the present day site boundaries marked in red on the image at right.  
Image source: LHS <https://maps.six.nsw.gov.au>, accessed 6 July 2018, RHS annotated.

## 4.3 Statement of Significance

### 4.3.1 Summary

The Australian Arms Hotel is a two-storey brick building constructed in Art Deco style with local significance. It has historical significance, reflecting the importance of hotels in Penrith's commercial and social life. It has associative significance as an example of the work of Gordon McKinnon and Sons, Architects. It has aesthetic significance for its relatively intact exterior and partially intact interior fabric and is significant for its local rarity as a hotel in Art Deco style.

### 4.3.2 Historical Significance

There has been a hotel on this site since at least the 1870s and possibly as early as the 1830s. The present hotel was built in 1940 (while Australia was at war) and is of local significance as a remnant of the hotels which were an important part of Penrith's commercial life.

### 4.3.3 Associative Significance

The building was designed by Gordon McKinnon and Sons, Architects.

### 4.3.4 Aesthetic Significance

The building is a fine example of Art Deco period hotels. It exhibits key features of the style such as streamlined horizontal massing, curved brickwork and "wedding cake" tower on the corner. The spaces inside are well-proportioned and original detailing survives in the entrance hall, staircase and rooms on the upper floor. The long wrap-around first floor verandah overlooking the street is a particularly appealing space.

When it was recommended for listing as a heritage item in the 2007 Penrith Heritage Study it was described as “*arguably one of the best examples of the Deco style in Penrith*”.<sup>25</sup> It has local significance under this criterion.

#### 4.3.5 Social

The hotel provided a venue for community and social events after it was built.

#### 4.3.6 Research

Not applicable.

#### 4.3.7 Rarity

It is locally rare as a relatively intact Art Deco style building in the Penrith area and the best example of a twentieth century hotel in Penrith town centre.

#### 4.3.8 Representativeness

The building is locally significant as an example of Art Deco style hotels of its time.

---

<sup>25</sup> *Penrith Heritage Study* Vol. 3, 2007, p.250.



## 5.0 Constraints and Opportunities

### 5.1 Implications of Statement of Significance

The historical and social significance of the hotel dictates that it would be ideal if its function as licensed premises and hotel accommodation could be continued.

Its aesthetic significance as a good example of its period which is relatively intact suggests that it should be retained and if possible restored. Its corner position and appearance from the street are important considerations in any future plans for the site. Although the site as a whole is identified as a heritage item, the car park and beer garden area have no heritage significance and provide opportunities for further development without necessarily detracting from the hotel's significance.

### 5.2 Statutory and Other Listings

The hotel is listed as Item of Local Significance No. 196 in Penrith local Environment Plan. This means that retention of the building is preferred and Council approval is required for development.

The hotel is not listed on the National Trust Register, or the Australian Institute of Architects list of Nationally Significant 20<sup>th</sup> Century Architecture.

### 5.3 Heritage Context

There are several local heritage items in High Street in the vicinity of the hotel. Potential impact on the heritage significance of any of these should be considered if new development is proposed on the hotel site. However, in our assessment the Art Deco style of the hotel is a unique example in a streetscape where the other heritage items are of a different architectural period. Accordingly, provided development occurs at the side and rear of the hotel, impact is likely to be minimal.

### 5.4 Development Controls

The site is zoned B3 Commercial Core with a height limit of 12m and a floor space ratio of 3.0. Height limits in the immediate vicinity are set at 20m and 24m. Council officers have advised that the lower height limit on the hotel site likely recognizes the lower height of the hotel itself and seeks to limit the impact of any development on the remainder of the site on the hotel.

There may be some opportunity to relax the height limit provided the effect on the heritage significance of the hotel is not detrimental.

### 5.5 Owner's Requirements

The current owner is keen to retain the original hotel building while developing the remainder of the site with a new hotel. They wish to make some internal alterations to the hotel which will not affect the street presentation.

The hotel requires expenditure to maintain and enhance the heritage fabric. Allowing development on the remainder of the site would support this expenditure.

### 5.6 Public Safety

There are a number of building elements which do not comply with current building regulations. These include:

- Balustrade height on first floor balcony and verandah
- Handrail height and balustrade design of stairs
- Steps at street entrances

- Stairs to basement
- Lighting levels to corridors and stairs

Compliance with some of these, e.g. lighting, is relatively easy but where compliance would require alterations to elements essential to the heritage character of the building, e.g. first floor verandah balustrade, exemptions may be sought or more creative solutions developed.

Further investigation is required for issues such as escape routes and disability access.

## 5.7 Limitations of the Study

There are some gaps in our knowledge of the original fabric of the hotel. In particular the original finish to the corner walls of the hotel at street level is unknown, although it may be conjectured by reference to other contemporary hotels. Penrith City Council has advised that they have no drawings or other information in their records.

## 6.0 Development of Conservation Policy

Consideration of the hotel's significance and the constraints and opportunities has led to the formulation of a set of policies to guide the future of the property. The policies are to be viewed in the light of a commercial entity that must adapt to changing uses to ensure its continuing viability.

The building's original fabric should be retained and enhanced by diligent maintenance. A hierarchy of significance has been considered in identifying elements that should be conserved and other later elements which are not sympathetic to the original and which may be removed and/or altered.

If possible, the building should continue as a hotel, with public areas on the ground floor and accommodation above. Other sympathetic uses such as a restaurant, cafe or bar may be appropriate provided that the rooms on the upper floor are kept intact.

The beer garden and vacant areas of the site may be considered for new development provided new work does not encroach on the hotel itself, is visually separate and does not detract from appreciation of the hotel from the street.

## 7.0 Policies and Guidelines

### 7.1 Conservation of Key Aspects of Significance

#### Policy

- Ensure that a commitment to conserving the identified heritage values and characteristics of the Australian Arms Hotel underpins future management decisions.

#### Policy

- Retain the Hotel on the Penrith City Council register of items of local significance.

#### Strategies/Guidelines

The Art Deco features of the original building are integral to the heritage significance of the hotel. These include:

- the corner siting of the building with frontages to two streets
- the massing of the building
- the external original details
- the remaining original internal details

The loss of any of these would constitute a negative impact on the heritage significance of the building.

### 7.2 Curtilage and Setting

#### Policy

- Ensure that areas of the site which are not occupied by the original 2 storey hotel building are retained as part of the curtilage and that any development on them is subject to this CMP.

#### Strategies/Guidelines

As previously stated, the corner siting of the hotel and its reading from both streets are integral to its heritage values. Any proposed development in the curtilage should be assessed relative to this CMP.

## 7.3 Conservation, Repairs and Maintenance

### Policy

- Significant building fabric, both internally and externally, should be retained, conserved and maintained.

### Strategies/Guidelines

Elements to be conserved are identified in the schedule below. These are all items of high/medium significance. Changes to this fabric should be minimal, giving preference to changes that are reversible. Some adaptation may be acceptable if it is undertaken in a way that is consistent with the overall style of the building.

Maintenance, including repointing of deteriorated mortar to match original, and painting of timber, is recommended. Removal of surface-mounted services visible from the street would be desirable.

### Schedule:

Items/fabric that must be conserved:

### Exterior

#### *Street facades of main hotel building*

- The face brickwork walls, parapets, balcony and upper verandah to be kept intact with no changes to openings
- Face brick and glass brick tower and flagpole
- Brick chimney facing Lawson Street
- Concrete slabs painted in contrast colour (preferably light/white)
- Art deco style lettered signage of hotel name on parapets
- Awning including pressed metal soffit
- Terrazzo thresholds on High Street
- Window and door materials as existing whether steel, timber or glass except as noted under items that may be altered/removed
- Rainwater heads and downpipes
- Terra cotta ventilator hoods

#### *Roof of main hotel building*

- Roof form and tile finishes viewed from the public domain.

### Interior

#### *Ground Floor*

- Curved corners to rooms
- Lobby walls and ceiling
- Staircase balustrade and handrails
- Mid landing window

#### *First floor*

- Curved walls and layout generally, particularly lounge
- Original internal walls and ceilings
- Original cornices
- Original skirtings
- Curved glass in corner windows on Lawson Street likely had steel frames originally – reinstatement may be considered
- Chimney breast, mantle-piece and fireplace

### Landscaping

- Existing plantings require maintenance

- Rejuvenation of plantings should be undertaken with advice from a landscape architect with appropriate experience in heritage and contemporary gardens

## 7.4 Managing Change

### 7.4.1 Changing Use and/or Ownership

#### Policy

- The building should retain a use which is compatible with its significance including commercial and public use.
- If other uses are proposed for the site, assess any potential heritage impacts prior to approval of that use.

#### Strategies/Guidelines

Most uses compatible with the local zoning (B3 Commercial Core) are appropriate. A hotel would be ideal as it continues and builds on the historical association of the item.

### 7.4.2 Demolition

#### Policy

- Demolition which affects the heritage significance of the item is to be avoided.

#### Strategies/Guidelines

Elements identified as *intrusive* may be demolished and removed.

Elements identified as *little/neutral* significance may be altered/removed provided damage to adjacent fabric is minimized.

Max Dupain's photographs provide a valuable reference for reinstatement of the external appearance of the hotel in the 1940s.

#### Schedule: Intrusive elements which would preferably be removed

#### Exterior

- Render and modern tile finish at ground floor level to High Street and return along Lawson Street - may be replaced with finishes more akin to period hotel finishes based on research, such as glazed ceramic tiles.
- Modern louvres to gaming room windows on Lawson Street (no change to brick opening size).
- Modern floor tiles at Lawson Street entrance
- Modern illuminated box signs
- Modern flue above chimney
- All surface mounted services including light fittings
- Folding glazed doors leading to beer garden on northern façade
- Roof sheeting and supports over eastern covered outdoor service corridor

#### Interior

##### *Ground Floor*

- Gaming room enclosing partitions
- Wall finishes and ceilings
- Surface mounted services providing original building fabric not further damaged

##### *First floor*

- Internal doors and hardware which are not original
- Surface mounted services providing original building fabric not further damaged

Schedule: Elements of little/neutral significance which may be altered/removed.

Exterior

- Windows on Lawson Street to either side of keg delivery door have replaced original doorways - reinstatement of doorways to match originals recommended if practicable
- Low wall along Lawson Street, stairs and ramp to beer garden
- Beer garden roof, structure, finishes
- Metal fences
- Substation and associated outbuilding
- Car park pavement, kerbs, bollards etc
- Garden beds and modern planting

Interior

*Ground Floor*

- Public bar and dining area bar modern partitions, finishes and bar counters
- Gaming room enclosing partitions
- Kitchen fitout
- Bathrooms and toilets
- Wall finishes and ceilings

*First floor*

- Internal doors and hardware which are not original
- Joinery fittings and fitments
- Wallpapers
- Soft furnishings

### 7.4.3 Adaptive Reuse

**Policy**

- The adaptation of the hotel is acceptable provided:
  - that the new work has been assessed by a heritage specialist and negative heritage impacts have been minimized
  - adaptive reuse options respect the original form, layout and fabric.

Strategies/Guidelines

Adaptation should ensure that the original fabric or significant architectural features are retained as far as possible.

Period detailing can be used to reconstruct elements that have changed over time but in general this should be restricted to where there is sufficient documentary or physical evidence of their original character. Where this is not the case for this particular building, evidence from hotels of the same period and style may be used. An example where this may be appropriate would be the reinstatement of a more appropriate ground floor façade treatment to replace the modern tiling.

### 7.4.4 New Development

**Policy**

- New structures need to:
  - Be contemporary in nature, and of a scale and height which does not overwhelm the existing hotel building when viewed from the public domain.
  - Allow observers in the public domain to appreciate the character and detail of the Art Deco building, with a priority to the views from High Street and the corner with Lawson Street, while recognizing the value of the view corridor along Lawson Street towards Cram Place.
  - Provide visual separation from the Hotel along the streetscapes of High and Lawson Street, ensuring independence of the original fabric as far as possible
  - Be assessed by a heritage specialist and any negative heritage impacts are minimized.

- Landscaping should be:
  - Be contemporary in nature, and appropriate to any new development.
  - Not obscure the view of the original hotel, particularly the Lawson Street façade, from the street.

#### Strategies/Guidelines

New development may be considered for the beer garden and car park.

Height: Penrith City Council LEP permits development on the site up to 12m high. Consideration may be given to development in excess of this provided that the massing is managed so as not to impose on the hotel. Setbacks, articulation, façade treatments and/or stepping of the building form may assist with this.

The use of high quality contemporary design is acceptable for new development separate from the hotel building and is preferable to inappropriate period design. New work should be clearly articulated from the original building.

Landscaping was not a feature of the original hotel and any future landscaping should be appropriate to new development as well as the hotel. While street trees are desirable for shade and amenity, there were none present at the time that the hotel was built, nor are there any there now. No trees should be planted along Lawson Street in front of the original hotel building as they would detract from the clear view which the public now enjoys of the hotel façade.

## 7.5 Archeological material

#### Policy

- Develop a response plan in consultation with the local Heritage Advisor prior to any excavation on site which may uncover material of archaeological interest.

#### Strategies/Guidelines

While additions at the rear of the hotel may have previously disturbed the site, excavation for new development may go deeper and have more potential to reveal items of interest, such as footings of earlier outbuildings or artefacts. A response plan would assist in ensuring that any such finds were reported, assessed and, if necessary, documented.

## 7.6 Review

#### Policy

- Review this CMP every 10 years, in consultation with the local Heritage Adviser.

## 7.7 Public accessibility of document

#### Policy

- Copies of this document should be provided to the owner, Penrith City Council and the Penrith City Council library.

## 7.8 Interpretation

#### Policy

- Fix a permanent plaque at street level with the name of the building, the architects and date of construction.

## 8.0 Confidential matters

There are none of which the author is aware.

## 9.0 References

Cross, S L, *Penrith's Historical Hotels*, Penrith, 2015  
Davies, P, *Penrith Heritage Study*, 2007  
Dupain, M, *Max Dupain Exhibition Negative Archive*, State Library NSW.  
*Nepean Times*, Penrith, 1888-1962  
New South Wales Government, *Penrith Local Environment Plan 2010*  
Parr, L, *Hotels and Inns of Penrith District*, Cranebrook, 2003



## APPENDIX 2

Urban Design Study prepared by NRA-Co Lab  
dated August 2018

# AUSTRALIAN ARMS HOTEL

Urban Design Report  
Penrith Council

August 2018

nra-co-lab



TABLE OF CONTENTS

3

SITE IDENTIFICATION / ANALYSIS

4

AERIAL OF PENRITH CITY - LOCALITY PLAN

5

CONTEXT STUDY

6

LOCALITY PLAN

7

SITE MOVEMENT

8

EXISTING STREETScape

9

PENRITH CITY COUNCIL TOWN PLANNING GUIDELINES

10

PENRITH CITY COUNCIL VISION FOR COMMERCIAL CORE PRECINCT

11

VISION FOR STREETScape

12

PENRITH LEP 2014

16

PENRITH DCP 2014

20

INDICATIVE BUILDING ENVELOPE STUDIES

21

INDICATIVE ENVELOPE STUDY 01 - CURRENT PLANNING SCHEME

24

INDICATIVE ENVELOPE STUDY 02 - 'S' ZONING

25

SUMMARY

26

INDICATIVE ENVELOPE STUDY 03 - PREFERRED OPTION

27

SHADOW DIAGRAM

31

PROPOSED DESIGN CONCEPT PRINCIPLES

32

RESPONSE TO PENRITH LOCAL ENVIRONMENTAL PLAN

33

ARCHITECTURAL DESIGN CONCEPT PRINCIPLES

34

PROPOSED STREETScape AND FRONTAGES

35

BUILT FORM MODEL DESIGN CONCEPTS

36

DESIGN CONCEPT - ISOMETRICS

38

DESIGN CONCEPT - FLOOR PLANS

40

DESIGN CONCEPT - SECTION & PERSPECTIVE VIEWS

41

DESIGN CONCEPT - FLOOR PLAN AREA CALCULATIONS

42

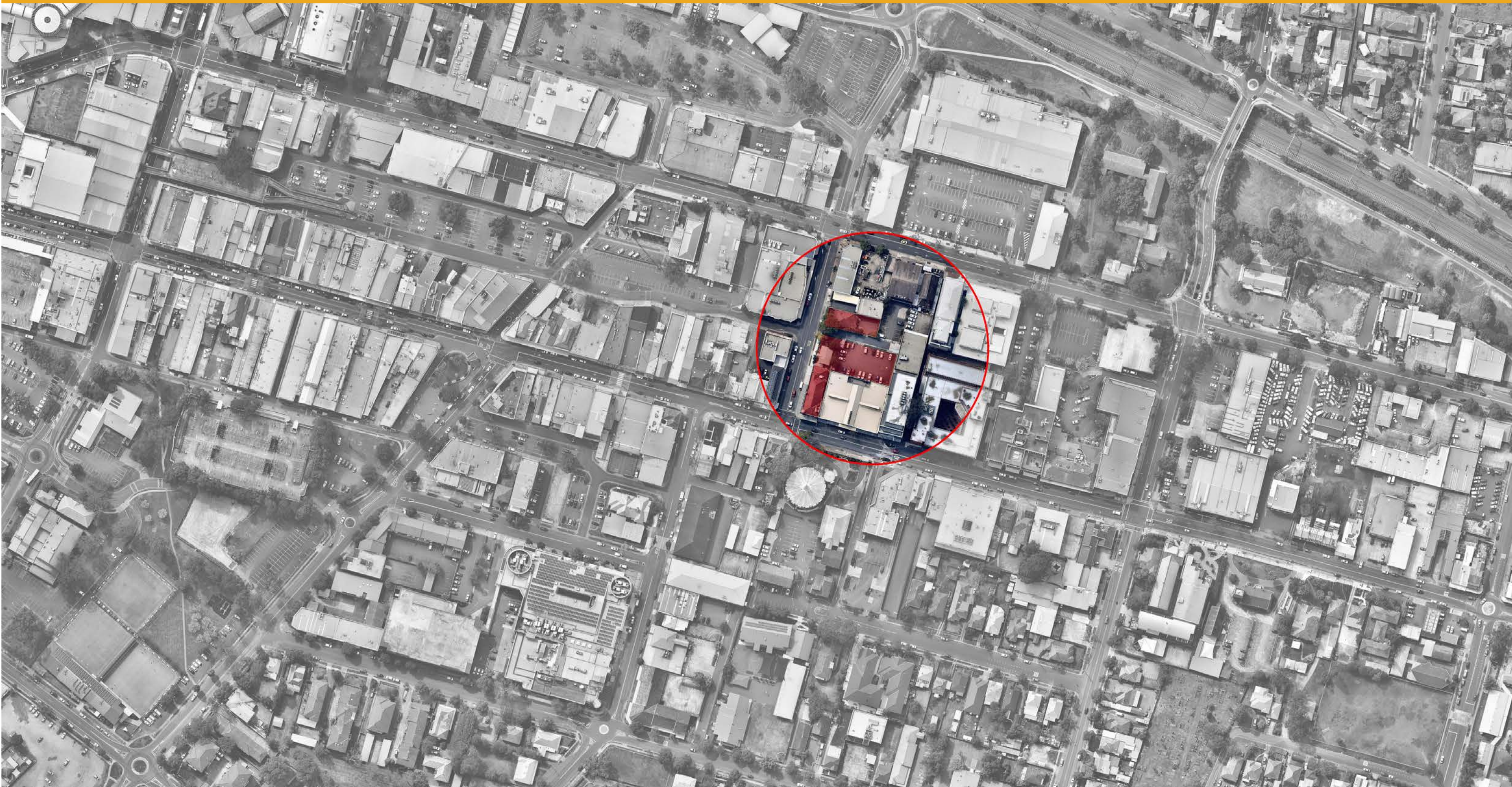
SUMMARY

43

PROJECT TEAM





# SITE IDENTIFICATION / ANALYSIS

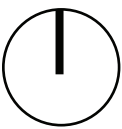




AERIAL OF PENRITH CITY - LOCALITY PLAN

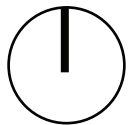
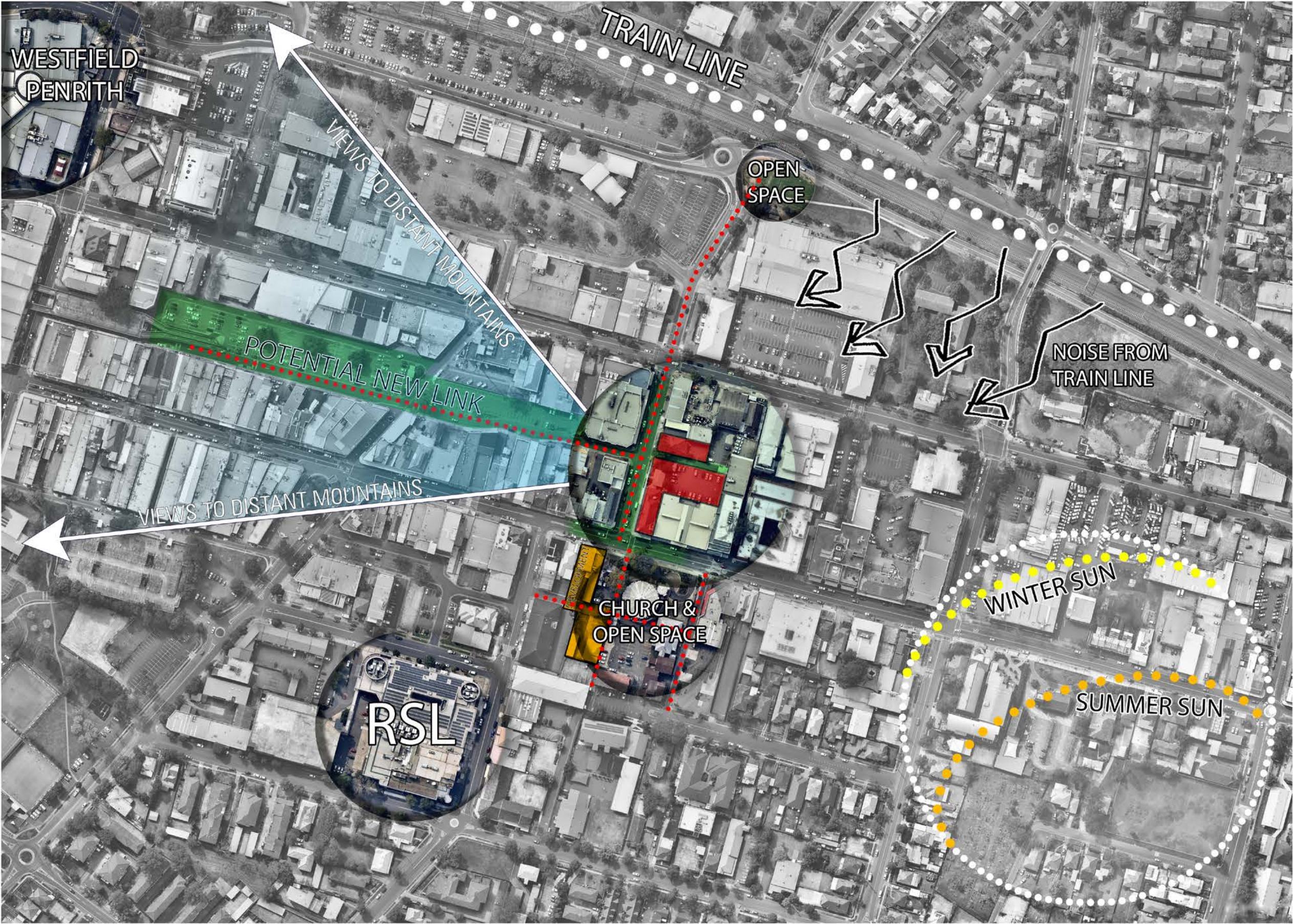


 AUSTRALIAN ARMS HOTEL PENRITH  
 PENRITH CITY CENTRE BOUNDARY





CONTEXT STUDY





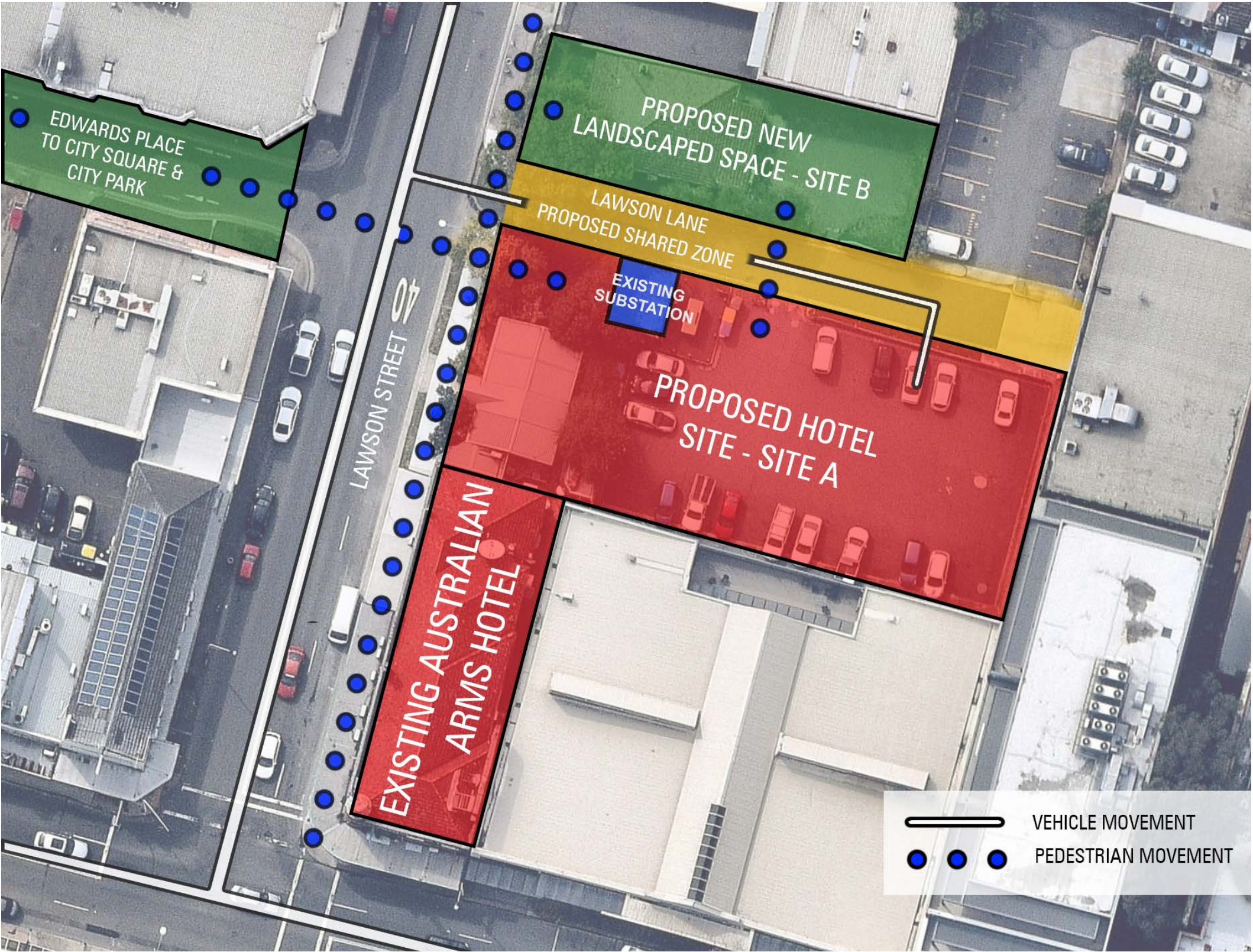
LOCALITY PLAN



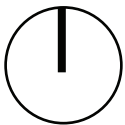
The extension to the existing Australian Arms Hotel will be along the Lawson Street boundary extending to Lawson Lane. The lane will form the entry to the building for both pedestrians and vehicles. (Shown in site movement image). The massing of the building will be in accordance with the parameters outlined in the town planning conditions previously.



SITE MOVEMENT



Movement around and on the site will include both vehicles and pedestrians. Pedestrians will access the site either off Lawson Street or Lane. Vehicles will enter the site off Lawson Lane into either an underground carpark or the drop off zone. This will then create a shared vehicle and pedestrian zone on Lawsons Lane. Pedestrians will also be encouraged to use the link through Edwards Place into the new City square and park.





EXISTING STREETScape



EDWARD PLACE



LAWSON STREET



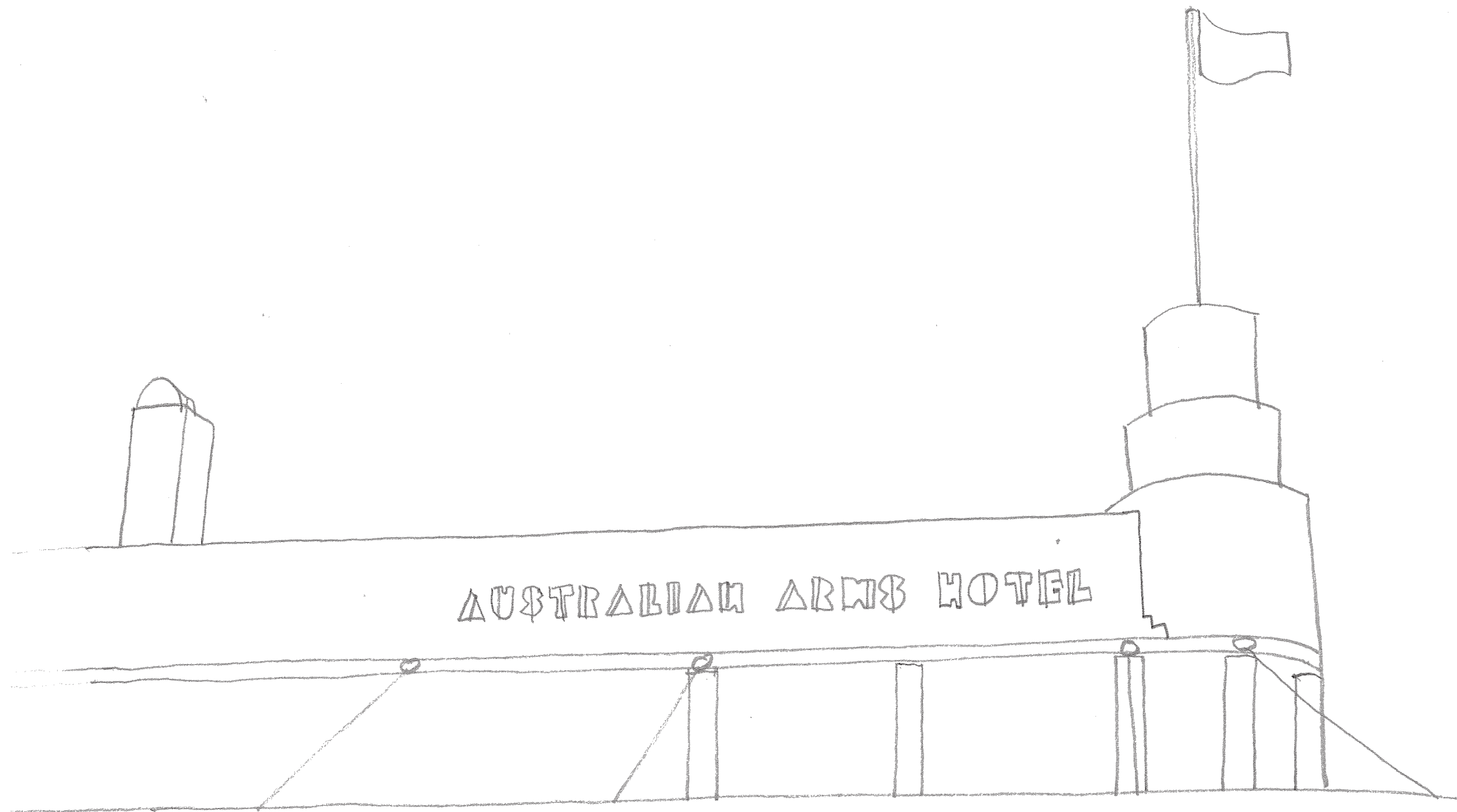
HIGH STREET



HIGH STREET



# PENRITH CITY COUNCIL TOWN PLANNING GUIDELINES





## PENRITH CITY COUNCIL VISION FOR COMMERCIAL CORE PRECINCT

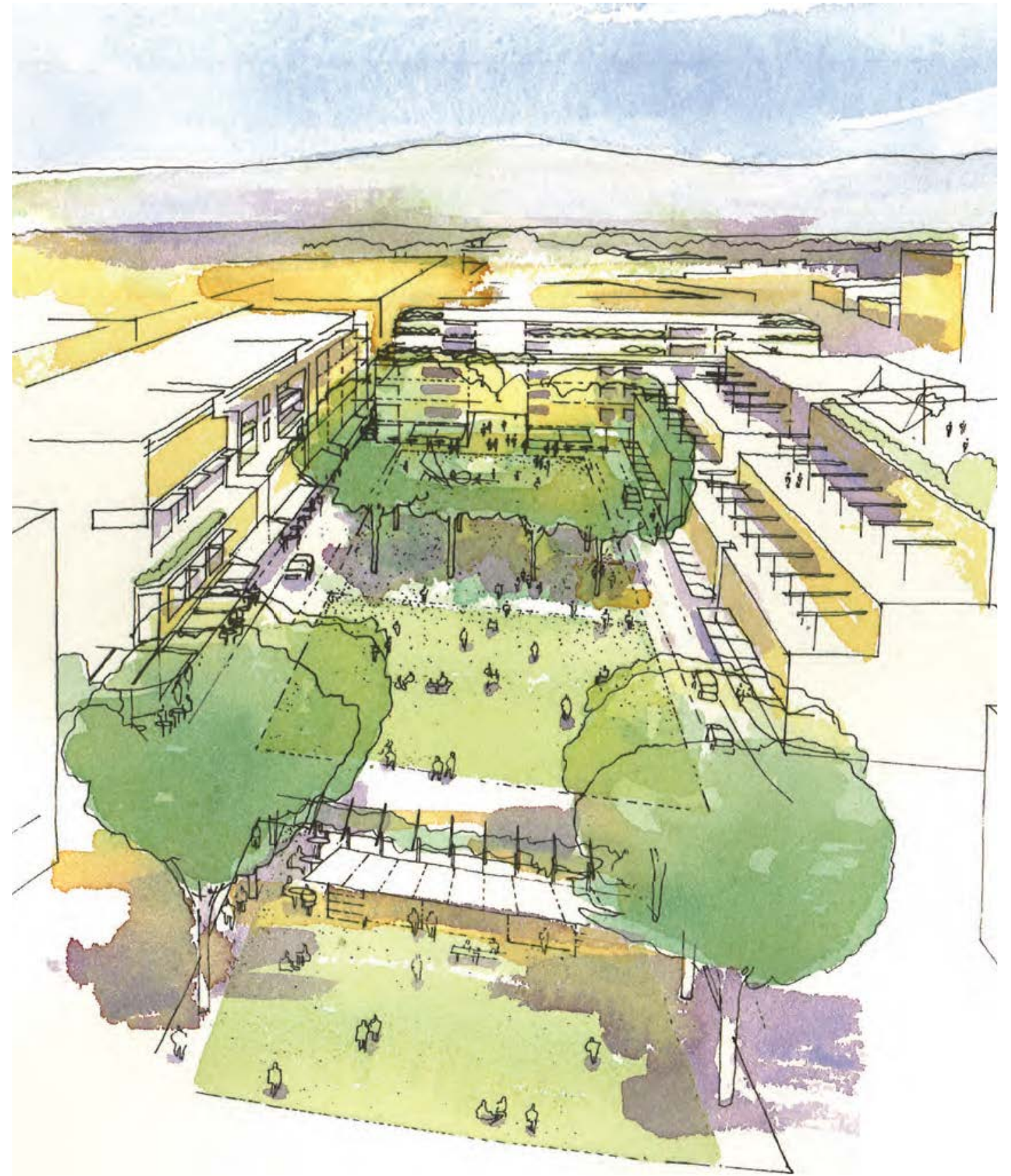
This area is the 'gateway' to Penrith on arrival by rail, and given this status, needs to be a focus for the highest quality developments.

The Commercial Core precinct is dominated by the Westfield Penrith (Penrith Plaza) shopping centre. The interface of the shopping centre with the city and the 'street life' activity along High and Station Streets needs to be strengthened.

The eastern side of Station Street contains a mixture of commercial uses with some fringe retail and car parking. Council has significant land assets in this area. The TAFE College brings student life and activity into the area, and its presence should be strengthened. The government office development consolidates State Government activities in one building, opposite the station. This area, close to the station, has the potential to significantly intensify as a location for high quality commercial development, supported by some ground level retail.

This precinct will form the northern boundary of the new City Square and City Park. Both public spaces will be located in what is currently the Allen Place parking area, and are intended to be a haven for workers and residents in the City Centre. It is envisaged that the City Square and City Park will become the focus of City activities.

The subject sites are located at the eastern end of the east west public parkland spine. The sites incorporate the spines termination by providing a new building facade and new open space solution for the public.



Penrith City Vision 2007 - Artists Impression of New City Park



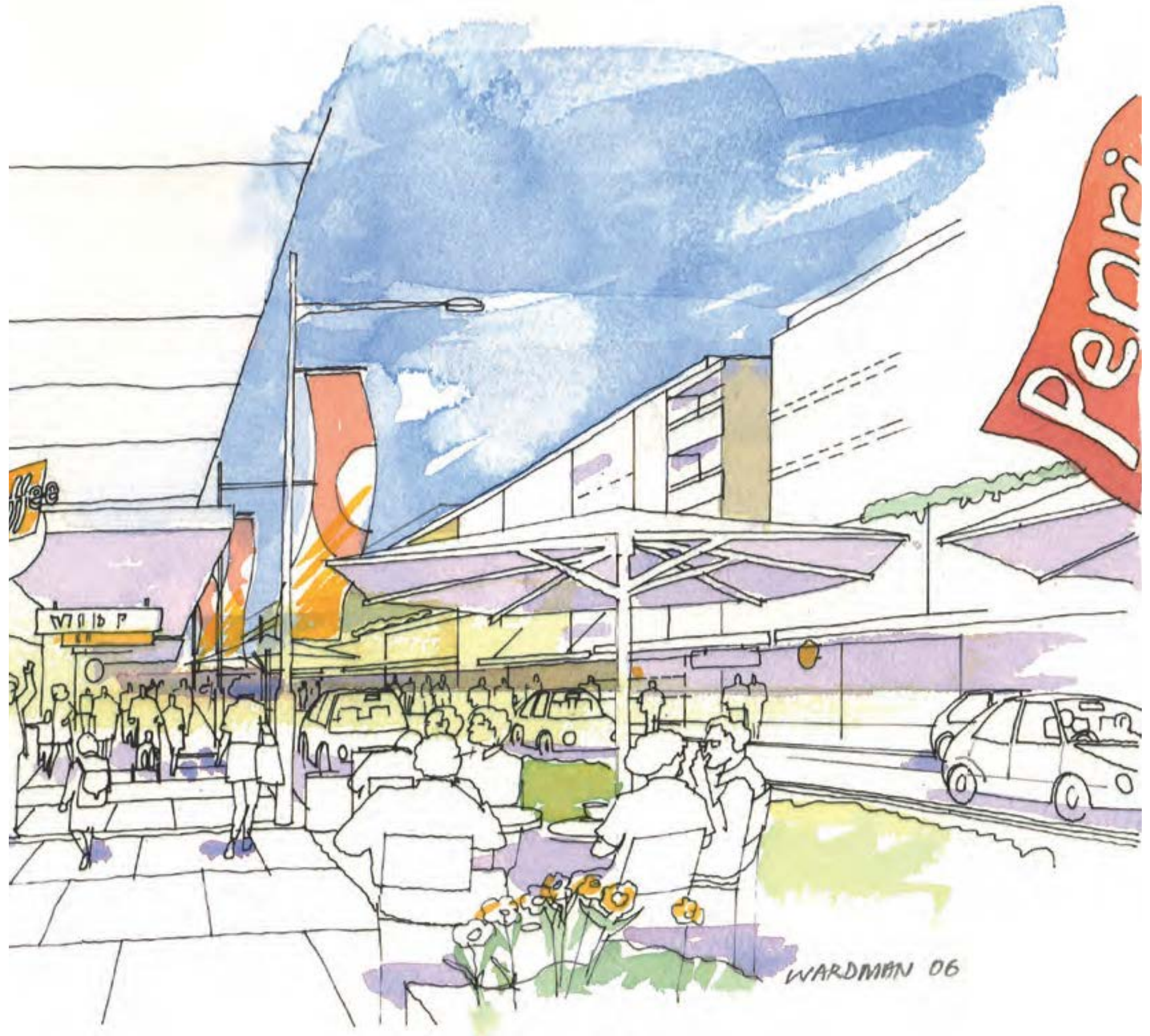
## VISION FOR STREETSCAPE

The vision intended for the streetscapes around the revitalisation of the city centre is to create an attractive location with a strong sense of place with buildings relating to streets and public areas.

The major streets will have buildings with active frontages at pedestrian level with fewer blank walls.

The Planning and development will focus on street activation, a high quality public realm and promotion of pedestrian friendly environments. New development will be of a high quality and contribute to a visually attractive built form.

Our proposal reinforces the vision statement adopted by the Penrith City Council.



Penrith City Vision 2007 - Artists Impression of Potential New Streetscapes



Part A City Centre

11.1.2 Aims and Objectives of this Section

The aim of this Section is to provide more detailed provisions for development in the Penrith Centre that will:

- a) contribute to the growth and character of Penrith
- b) deliver a balanced social, economic and environmental outcome; and
- c) protect and enhance the public domain.

The general objectives of this Section are:

- a) To facilitate the revitalisation of Penrith City Centre by promoting redevelopment and urban sustainability;
- b) To promote high quality urban design and environmental sustainability in the planning, development and management of the City Centre;
- c) To provide for mixed use, commercial and residential development within the Town Centre which provides high levels of amenity for occupants;
- d) To provide high levels of accessibility within the City Centre, connecting significant activity nodes, public open space and surrounding residential areas;
- e) To encourage development within Penrith City Centre that gives primacy to the public domain and creates an attractive and vibrant centre;
- f) To encourage integration of the residential and non-residential land uses and improved access to transport facilities;
- g) To achieve an attractive and sustainable Penrith City Centre; and
- h) To ensure that development in the Penrith City Centre is consistent with the desired future character of each precinct as described in the following section.

Commercial Core

2. Commercial Core

This area is the ‘gateway’ to Penrith on arrival by rail, and given this status, needs to be a focus for the highest quality developments.

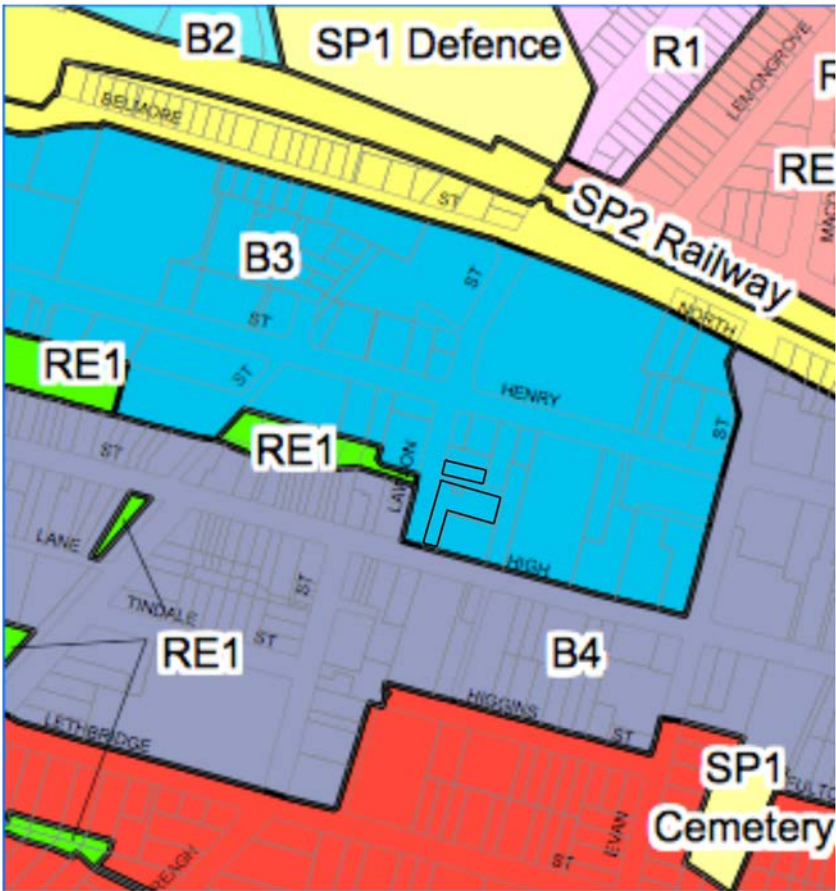
The Commercial Core precinct is dominated by the Westfield Penrith (Penrith Plaza) shopping centre. The interface of the shopping centre with the city and the ‘street life’ activity along High and Station Streets needs to be strengthened.

The eastern side of Station Street contains a mixture of commercial uses with some fringe retail and car parking. Council has significant land assets in this area. The TAFE College brings student life and activity into the area, and its presence should be strengthened. The government office development consolidates

State Government activities in one building, opposite the station. This area, close to the station, has the potential to significantly intensify as a location for high quality commercial development, supported by some ground level retail.

This precinct will form the northern boundary of the new City Square and City Park. Both public spaces will be located in what is currently the Allen Place parking area, and are intended to be a haven for workers and residents in the City Centre. It is envisaged that the City Square and City Park will become the focus of City activities.

ZONING LEP MAP 13



Zoning LEP Map 13

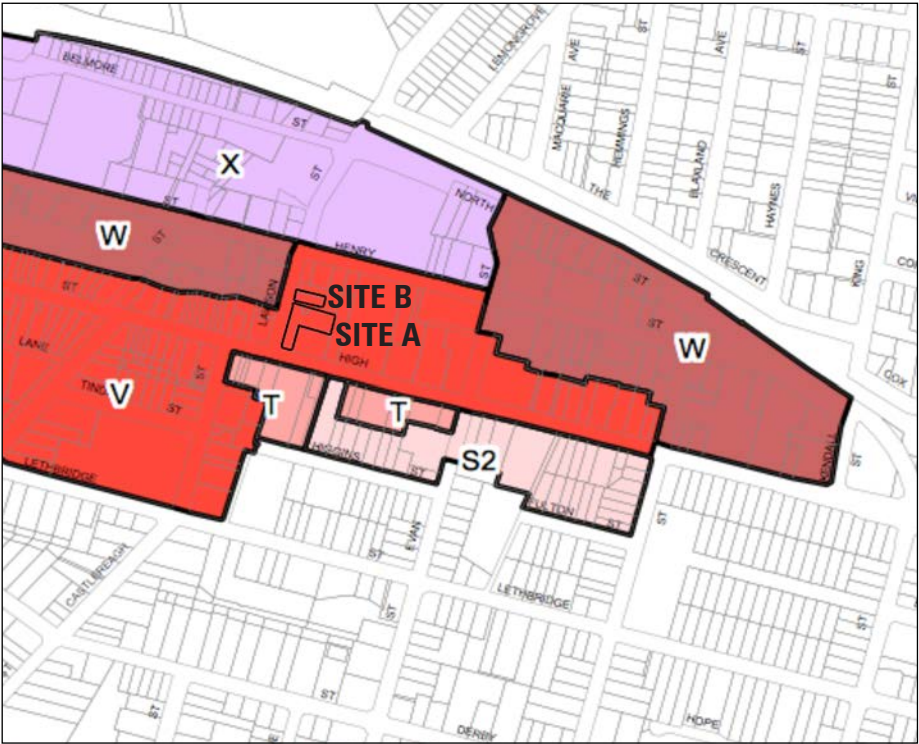
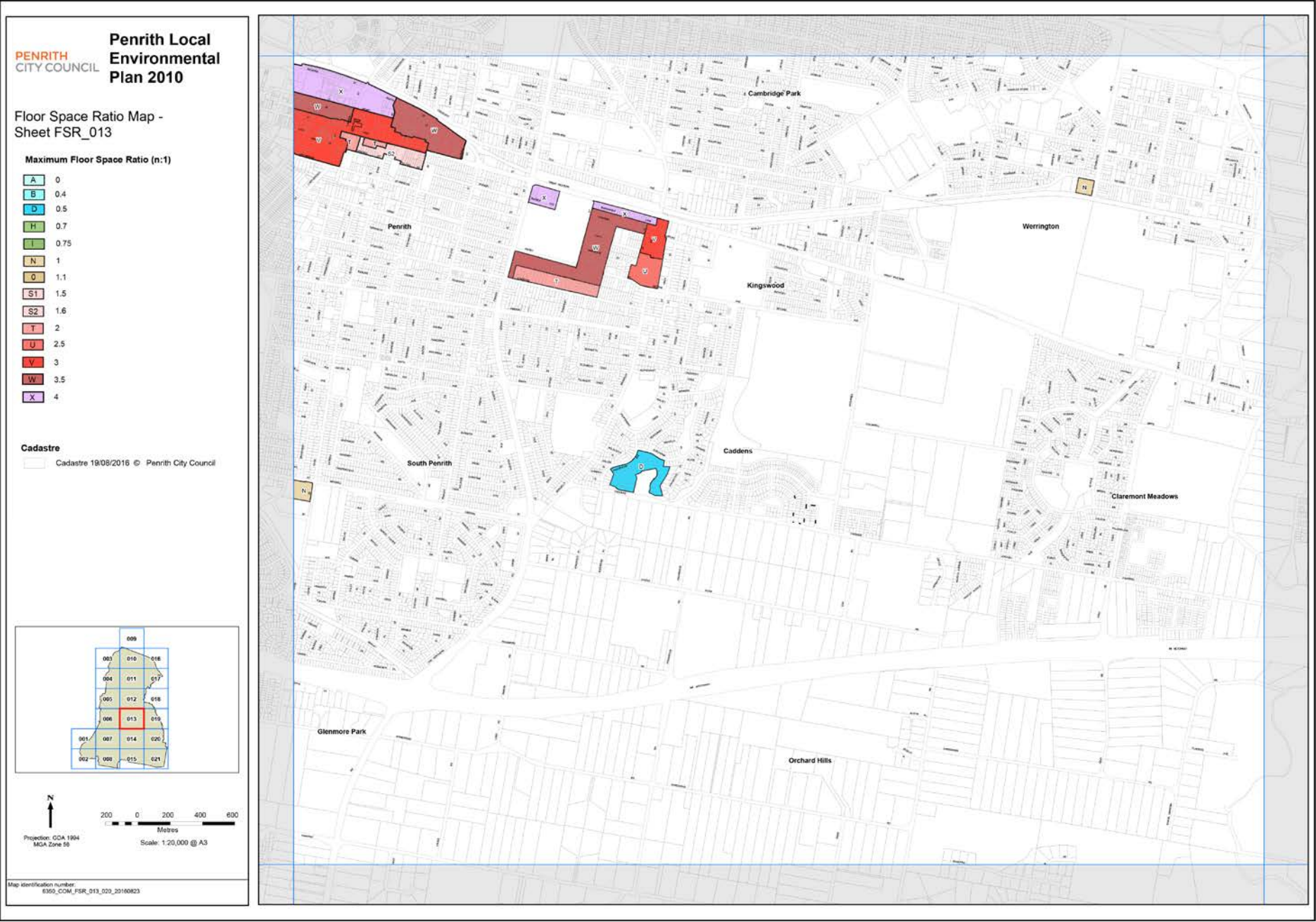
Site B3 Commercial Core

Zone B3 Commercial Core

1 Objectives of zone

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To strengthen the role of Penrith City Centre as the business, retail and cultural centre of the region.

FLOOR SPACE RATIO FSR\_013



Floor Space Ratio LEP Map 13

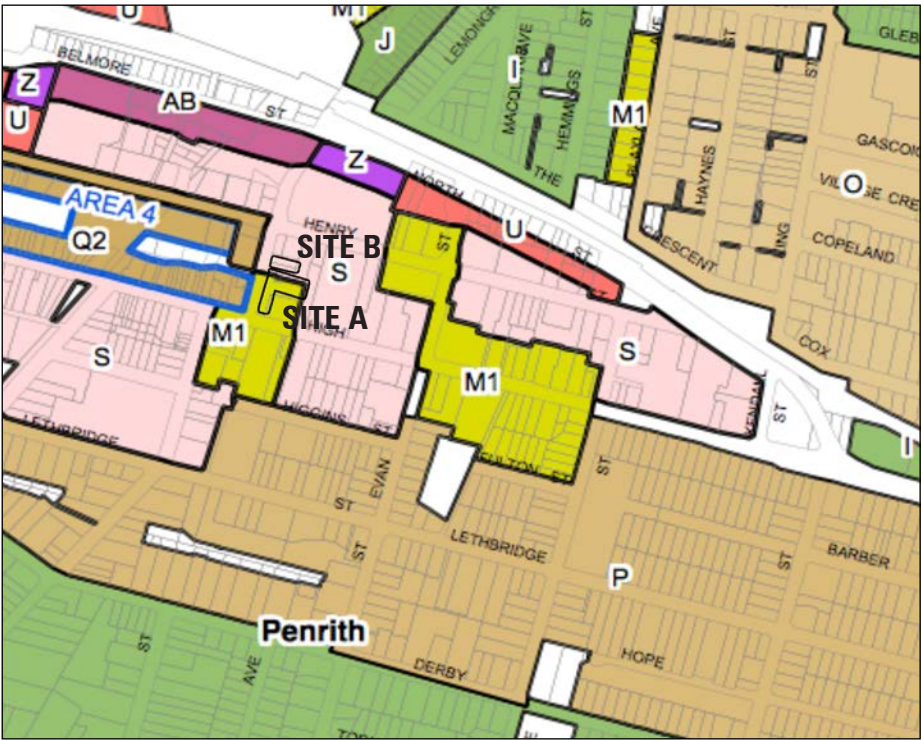
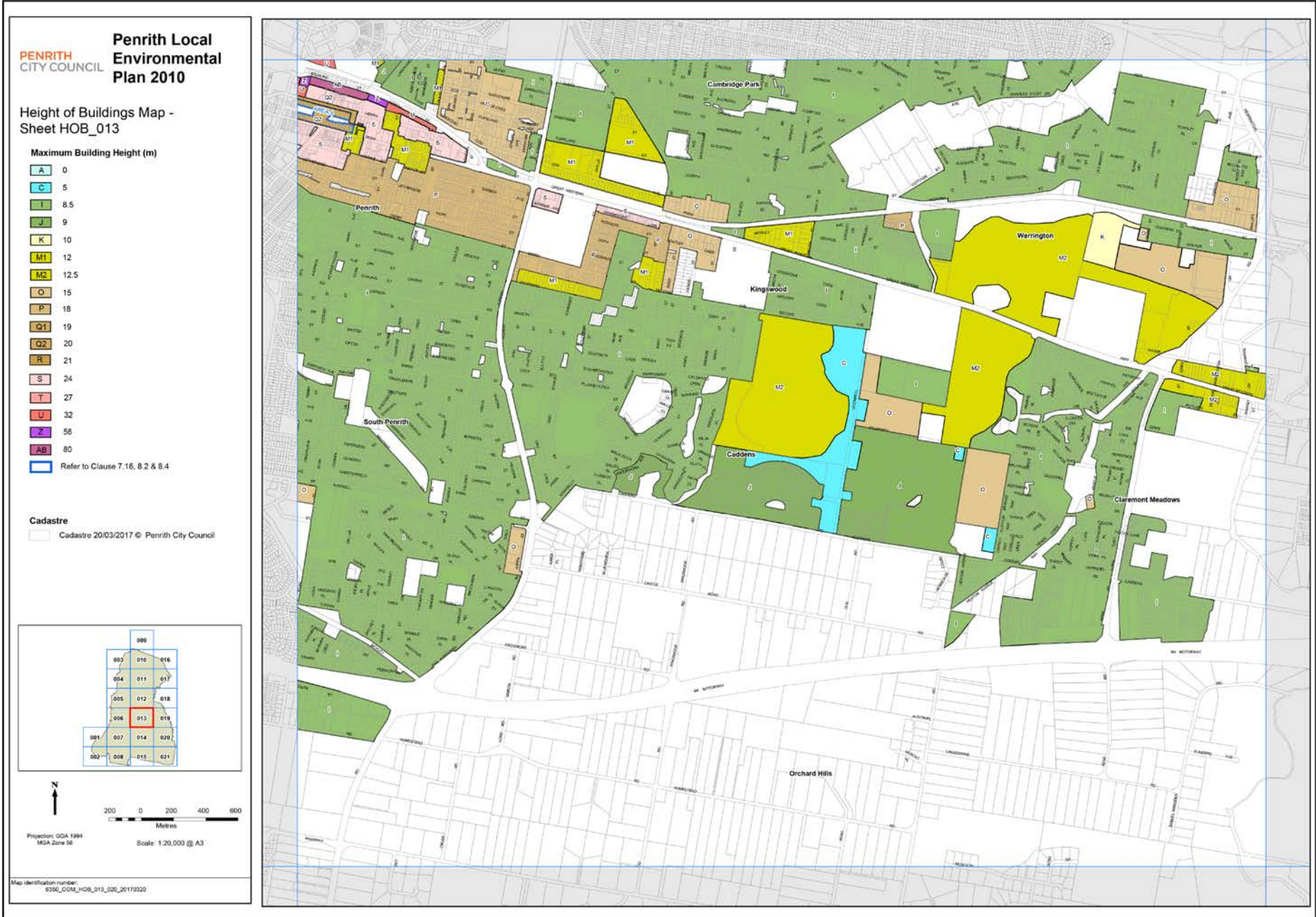
Development site located 'Zone V' = 3:1

Area 'Site A' = 1,686 SQM

Area 'Site B' = 461 SQM



HEIGHT OF BUILDINGS MAP HOB\_013



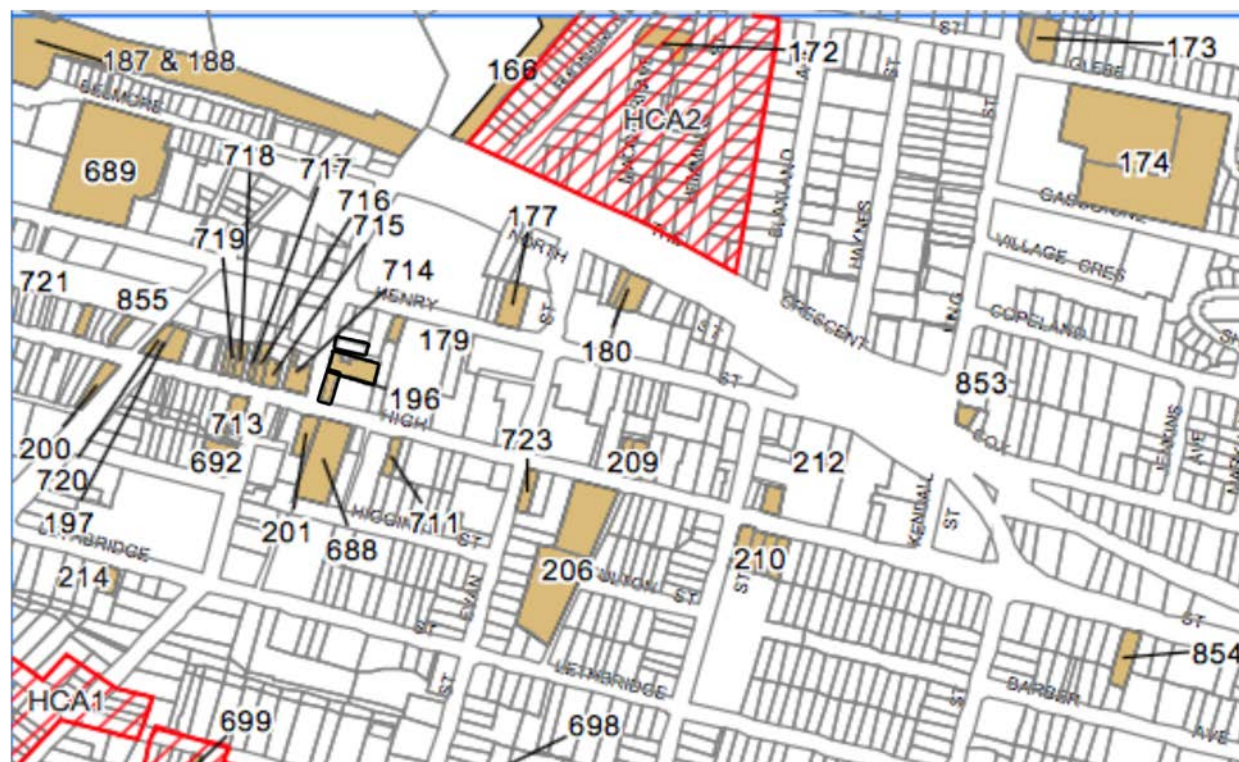
Height of Buildings LEP Map 13

Site A = 12m

Site B = 24m



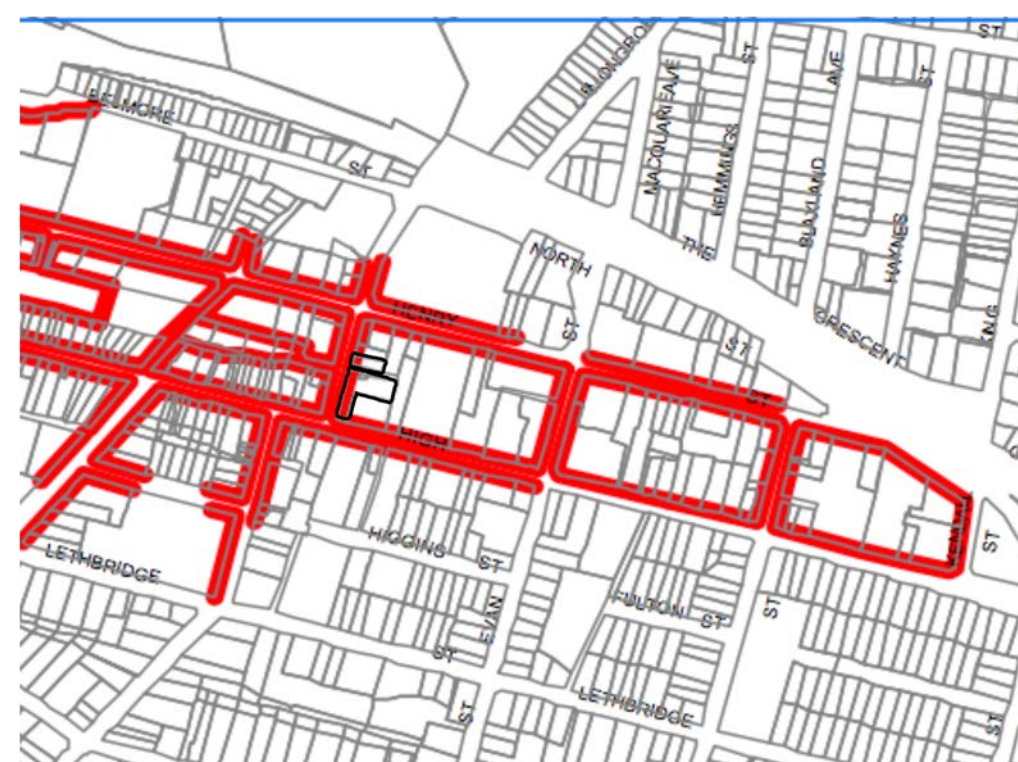
## HERITAGE LEP MAP 13



Heritage LEP Map 13

Heritage Item Pub and car park site across the road not affected

*ACTIVE FRONTAGE LEP MAP 13*



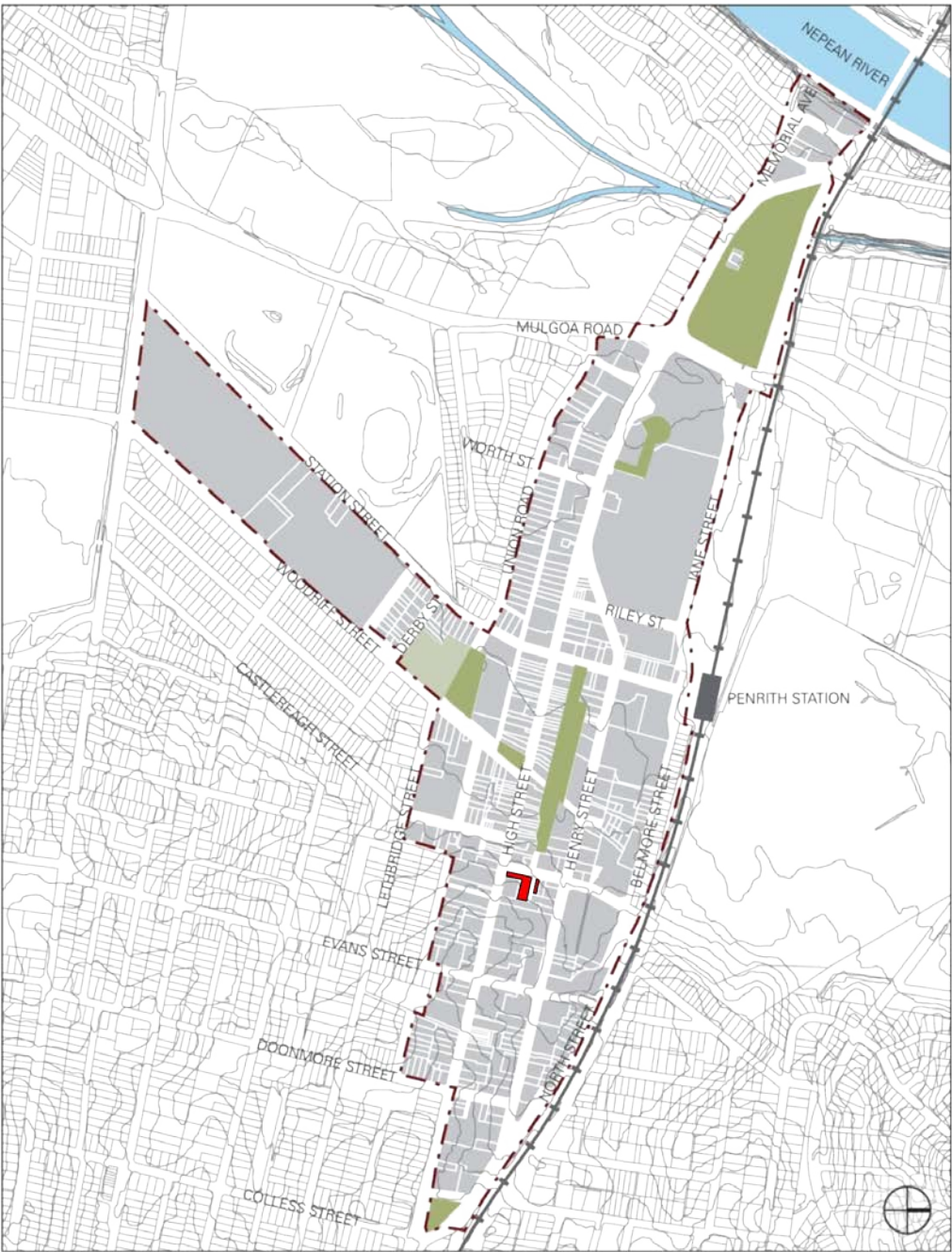
Active Frontage LEP Map 13

High Street and Lawson Street

All of Alan Place leading to site



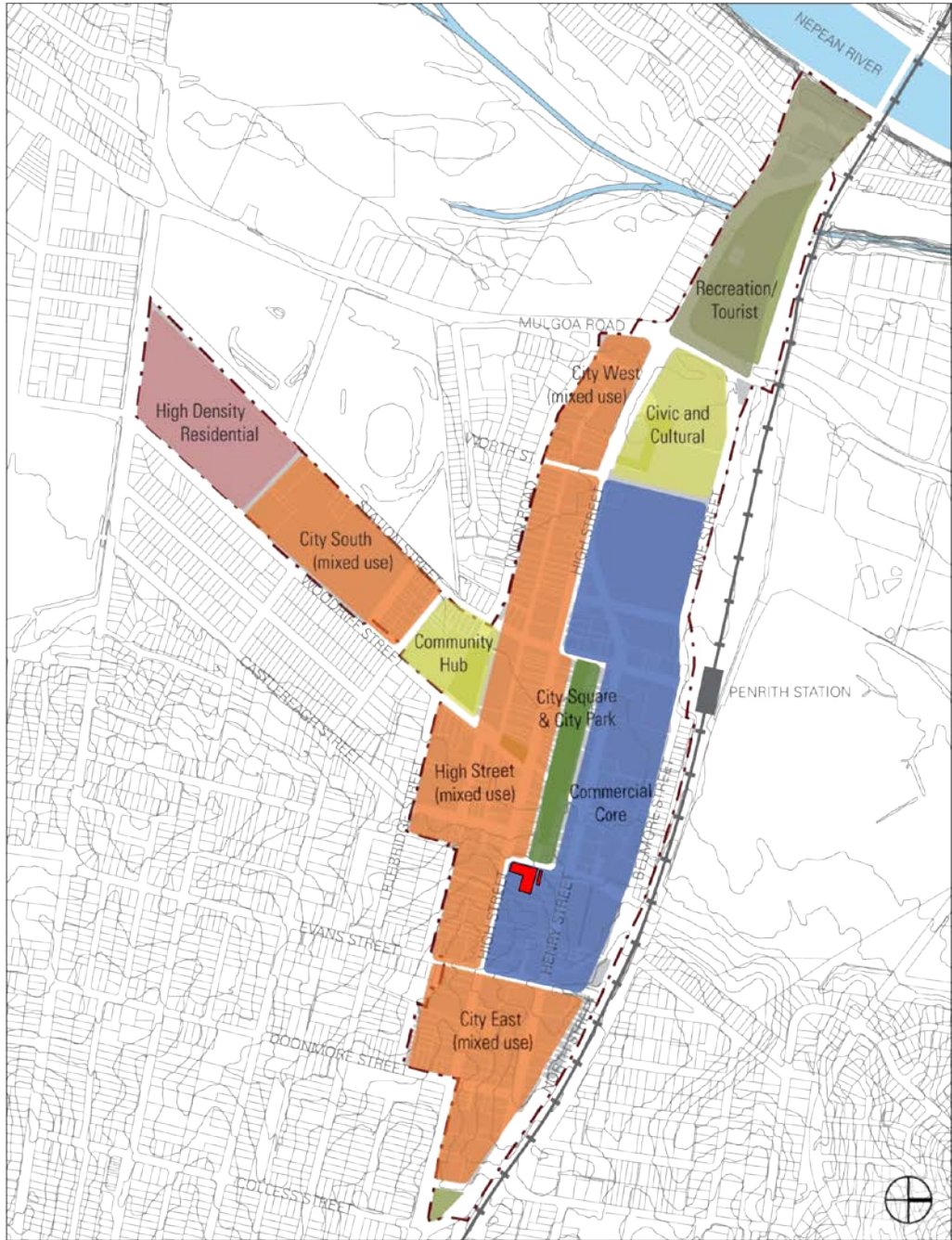
FIGURE E11.1 PENRITH CITY CENTRE



AREA COVERED BY PENRITH CITY CENTRE  
AUSTRALIAN ARMS HOTEL PENRITH

The map above shows the area covered in the Penrith City Centre plan. As shown in red, the Australian Arms Hotel Penrith is situated within the boundaries on the corner of High Street and Lawson Street.

FIGURE E11.1 PENRITH CITY CENTRE CHARACTER AREAS

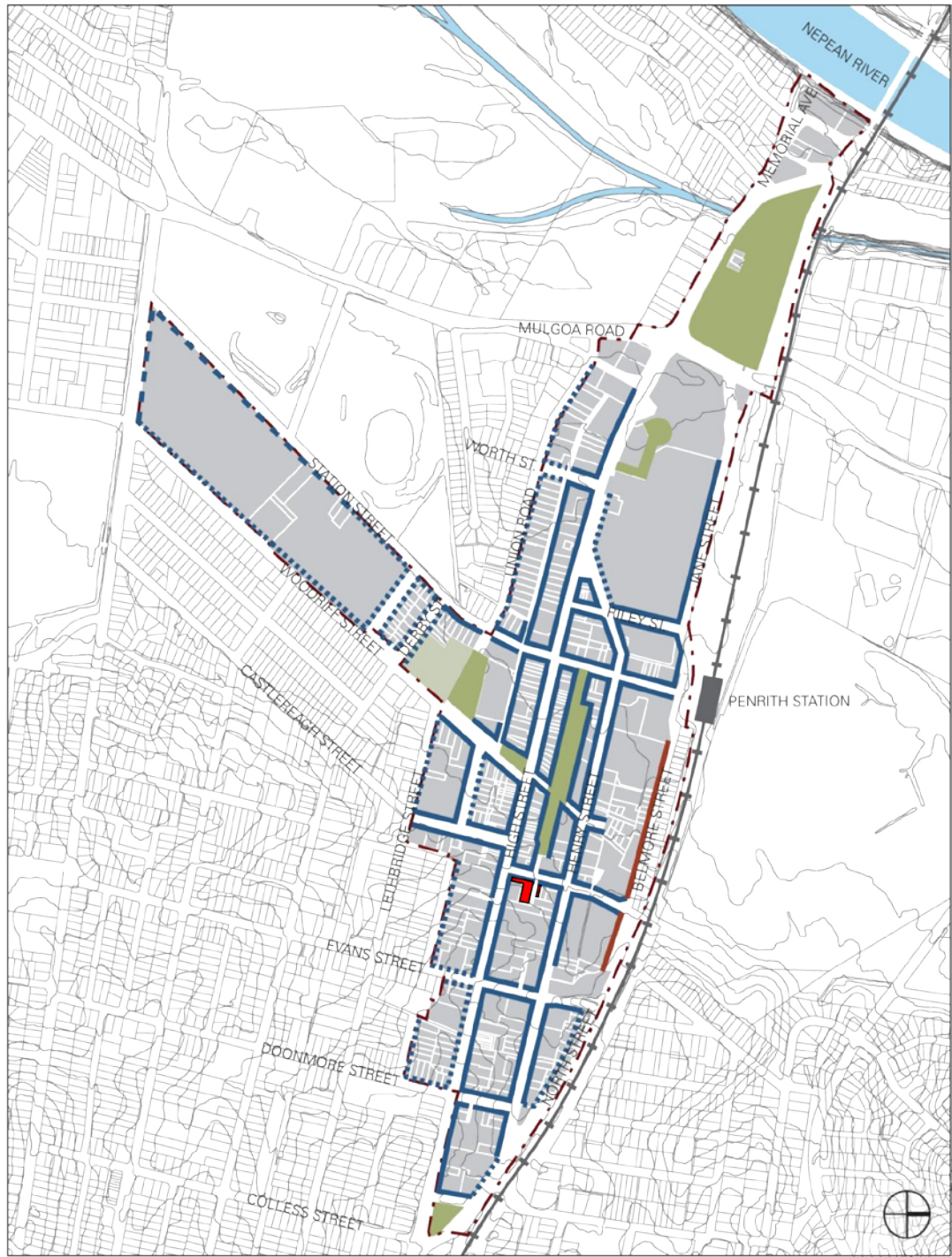


AREA COVERED BY PENRITH CITY CENTRE  
AUSTRALIAN ARMS HOTEL PENRITH

The map above shows the character areas identified within the Penrith City Centre plan. As shown in red the Australian Arms Hotel Penrith is situated within the Commercial Core Precinct. Being within this zone imposes guidelines parameters to any potential development which must be designed in accordance with. These parameters are highlighted in the following pages.



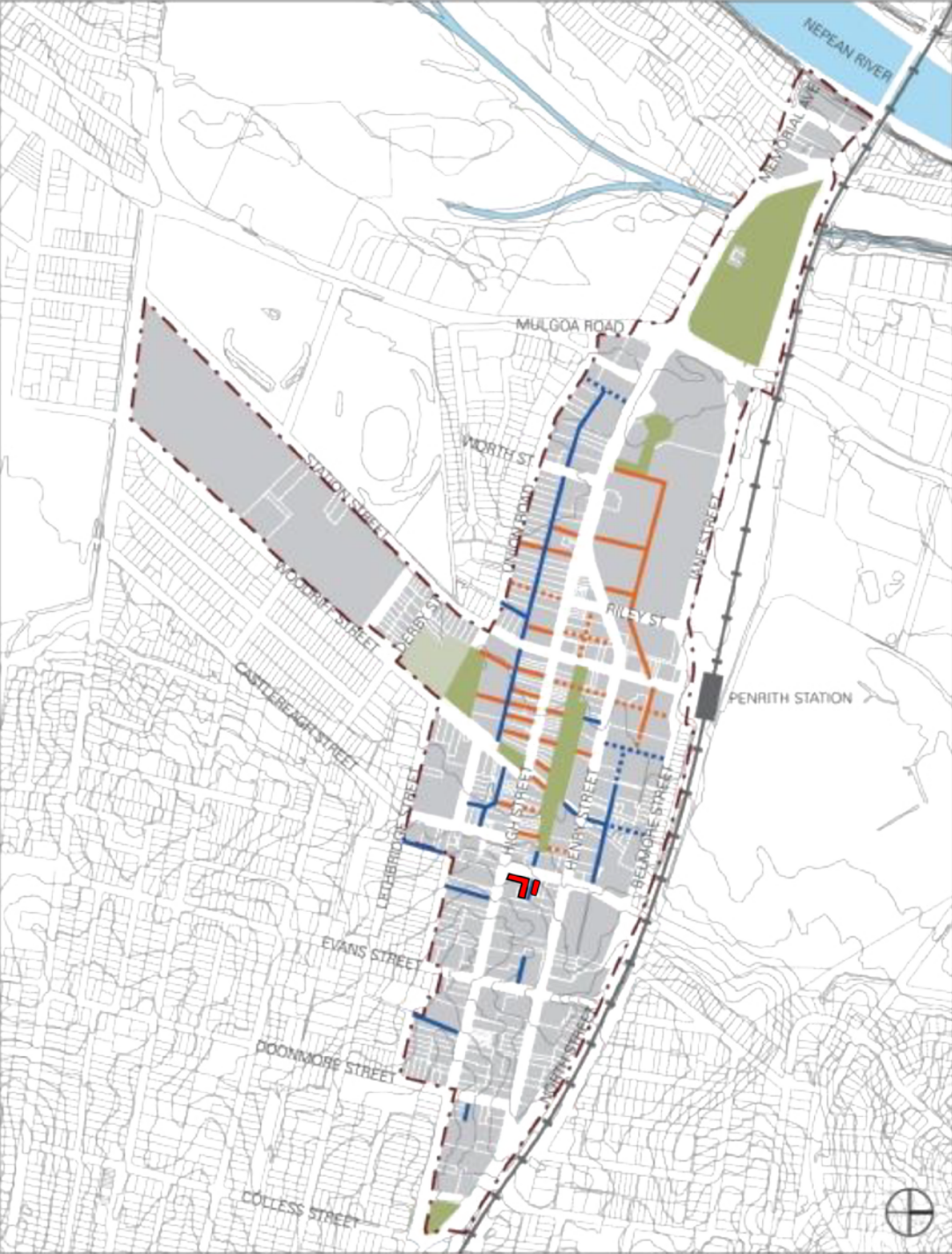
FIGURE E11.3 STREET FRONTAGE SETBACKS



- BUILT TO STREET ALIGNMENT
- 2.0 -3.0 m AVERAGE FRONT SETBACK
- 5.0 m MINIMUM FRONT SETBACK
- 12.0 m MINIMUM SETBACK
- AUSTRALIAN ARMS HOTEL PENRITH

The map above shows the street frontage setbacks as shown in the Penrith City Centre plan. As shown in red, the Australian Arms Hotel Penrith is situated within the boundaries on the corner of High Street and Lawson Street where the building alignment is to the street alignment.

FIGURE E11.8 EXISTING AND DESIRED LINKS

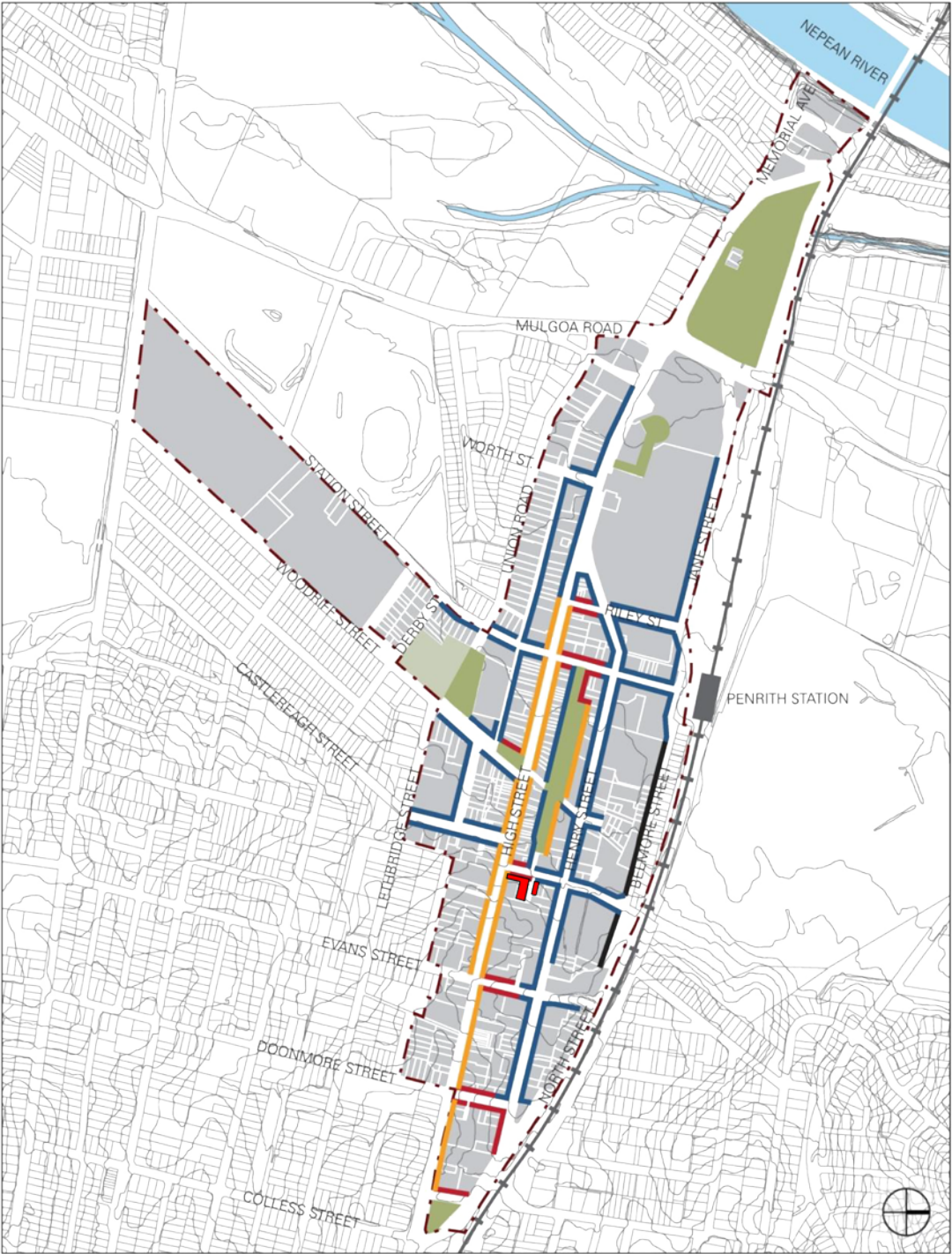


- EXISTING LANES TO BE RETAINED
- DESIRED NEW LANES
- EXISTING PEDESTRIAN LINKS TO BE RETAINED
- DESIRED NEW PEDESTRIAN LINKS
- AUSTRALIAN ARMS HOTEL PENRITH

The map above shows the existing links and desired new links that are shown in the Penrith City Centre plan. As shown in red, the Australian Arms Hotel Penrith is situated within the boundaries on the corner of High Street and Lawson Street. Adjacent to the site is Lawsons Lane, which is highlighted as a lane that the council wish to retain.



FIGURE E11.4 STREET FRONTAGE HEIGHTS










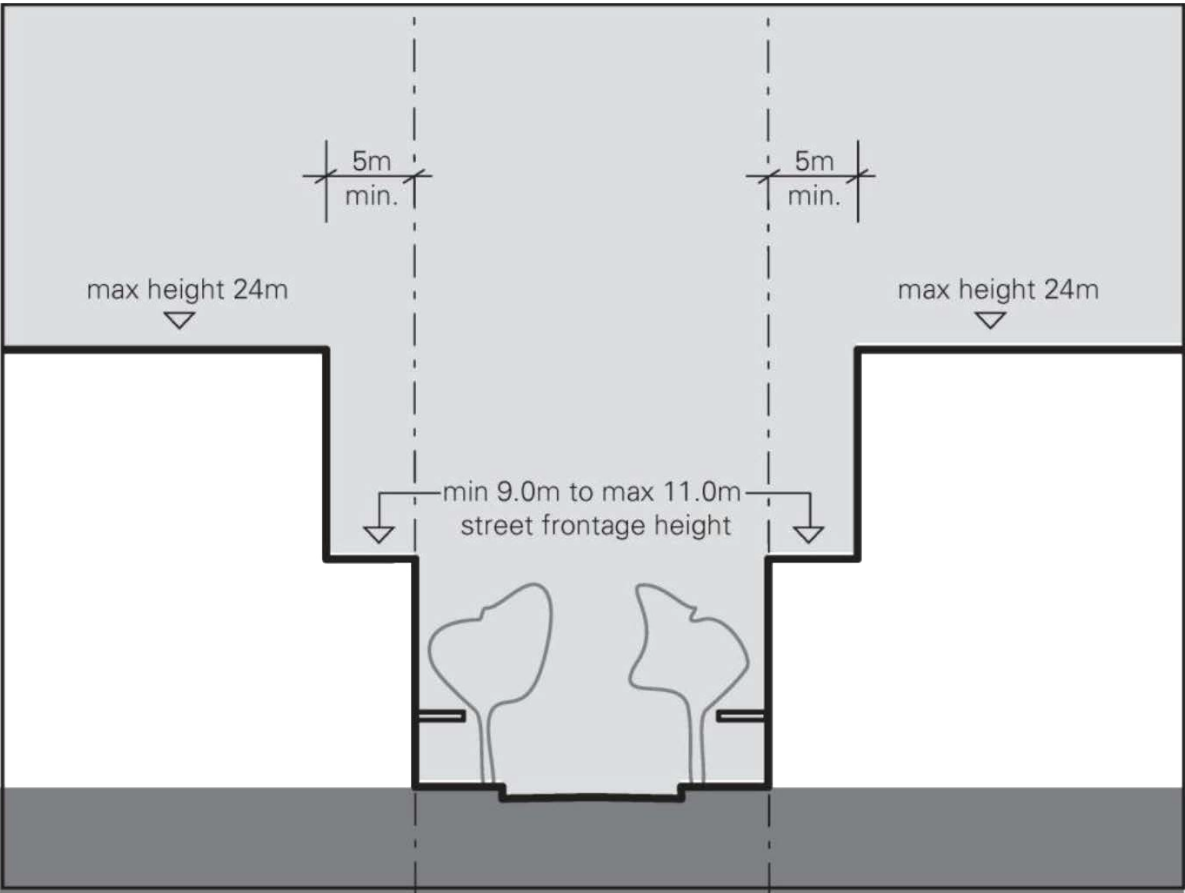
-  STREET FRONTAGE HEIGHT A APPLIES - REFER TO FIGURE E11.5
-  STREET FRONTAGE HEIGHT B APPLIES - REFER TO FIGURE E11.6
-  STREET FRONTAGE HEIGHT C APPLIES - REFER TO FIGURE E11.7
-  STREET SECTION D APPLIES - REFER TO FIGURE E11.8
-  SPECIAL SECTION THROUGH ALLEN PLACE - REFER TO FIGURE E11.9
-  FRONT SETBACK APPLIES AS SPECIFIC IN FIGURE E11.3
-  AUSTRALIAN ARMS HOTEL PENRITH

FIGURE E11.7 STREET FRONTAGE HEIGHT DIAGRAM TYPE C



The map on the left shows the street frontage heights as shown in the Penrith City Centre plan. As shown in red, the Australian Arms Hotel Penrith is situated within the boundaries on the corner of High Street and Lawson Street where the frontage height refers to Figure E11.7 (above).

Figure E11.7 shows that at the street alignment the minimum height is 9.0 metres and the maximum is 11.0 metres. However, at a setback of 5 metres the building height can rise to 24.0 metres.



Examples of Streetscape Heights



Table E11.1: Controls for building depth and height

Land Use	Building Use	Condition	Maximum Floorplate	Maximum Building Depth (excludes balconies)
Commercial Core	All	Above 24m height	1,200m <sup>2</sup>	25m

SIDE AND REAR SETBACKS

Table E11.2: Minimum side and rear setback distance from property boundary

Zone	Building Height and Use	Minimum Setback
Commercial Core	Up to a height of 20m	0m
	Above 20m	5m
	Above 24m	12m

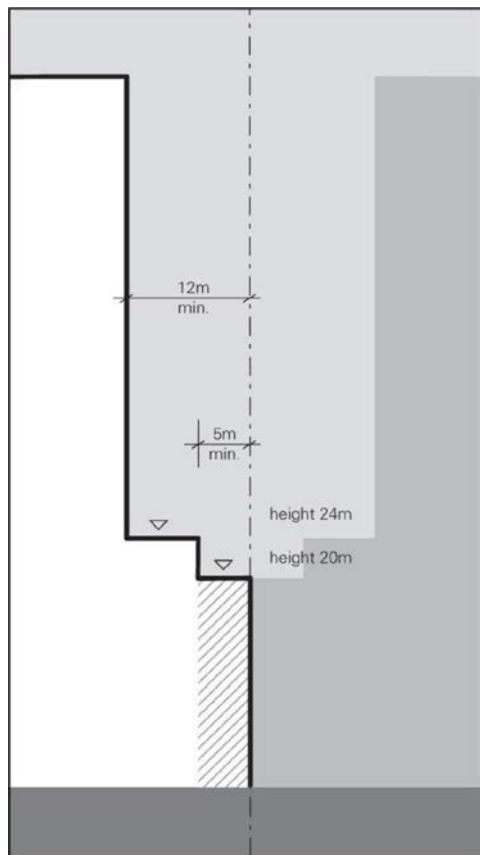
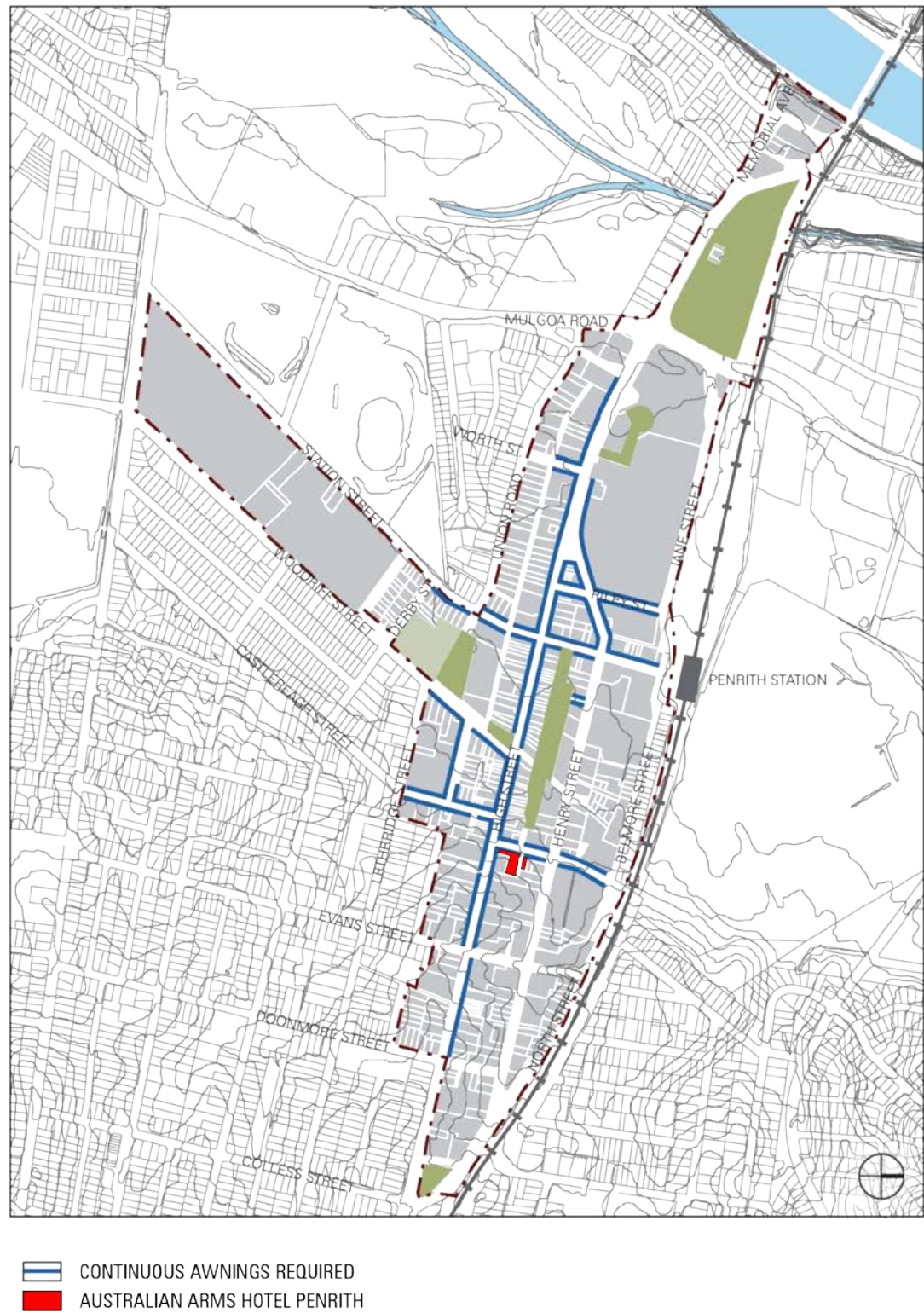


Figure E11.14

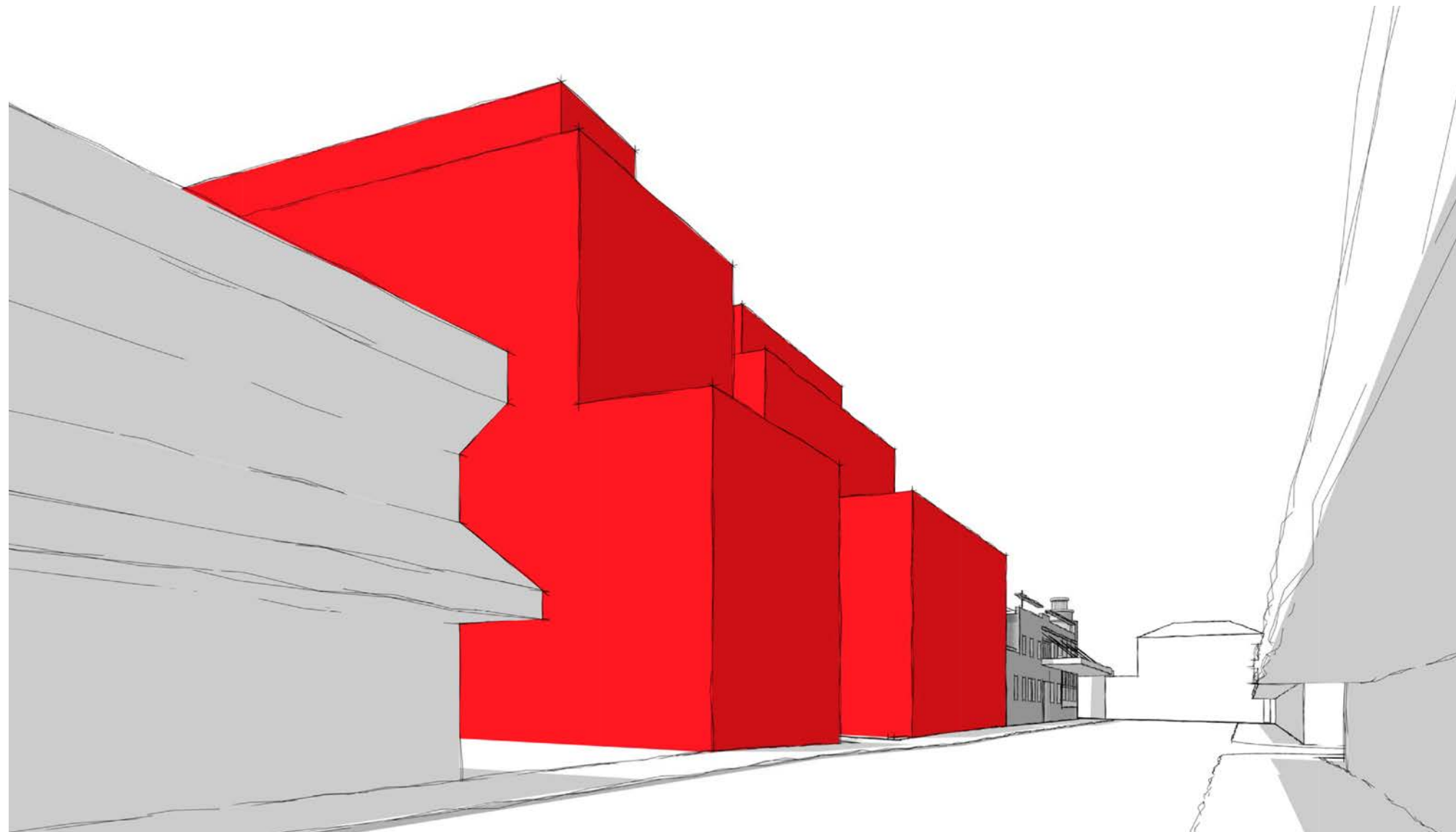
Minimum side and rear setbacks in the commercial core. Generally prefer lower levels to be built to the boundary or set back at least 5m.

FIGURE E11.19 AWNINGS



The map above shows the required street awnings as shown in the Penrith City Centre plan. As shown in red, the Australian Arms Hotel Penrith is situated within the boundaries on the corner of High Street and Lawson Street where there is to be a continuous awning wrapping around the corner and running the length of the site and beyond.

# INDICATIVE BUILDING ENVELOPE STUDIES





INDICATIVE ENVELOPE STUDY 01 - CURRENT PLANNING SCHEME - ISOMETRIC NORTH EAST

MAXIMUM HEIGHT OF 24.0m AT A 5.0m  
SETBACK FROM STREET FRONTAGE AND  
3.0m FROM SIDE AND REAR BOUNDARIES

MAXIMUM HEIGHT OF 20.0m AT A 5.0m  
SETBACK FROM STREET FRONTAGE  
AND WITHIN 3.0m OF SIDE AND REAR  
BOUNDARIES

MAXIMUM HEIGHT OF 11.0m  
AT STREET FRONTAGE

LAWSON LANE

MAXIMUM HEIGHT OF 12.0m

REQUIRED STREET AWNING

LAWSON STREET

HIGH STREET

INDICATIVE ENVELOPE STUDY 01 - CURRENT PLANNING SCHEME - ISOMETRIC SOUTH EAST

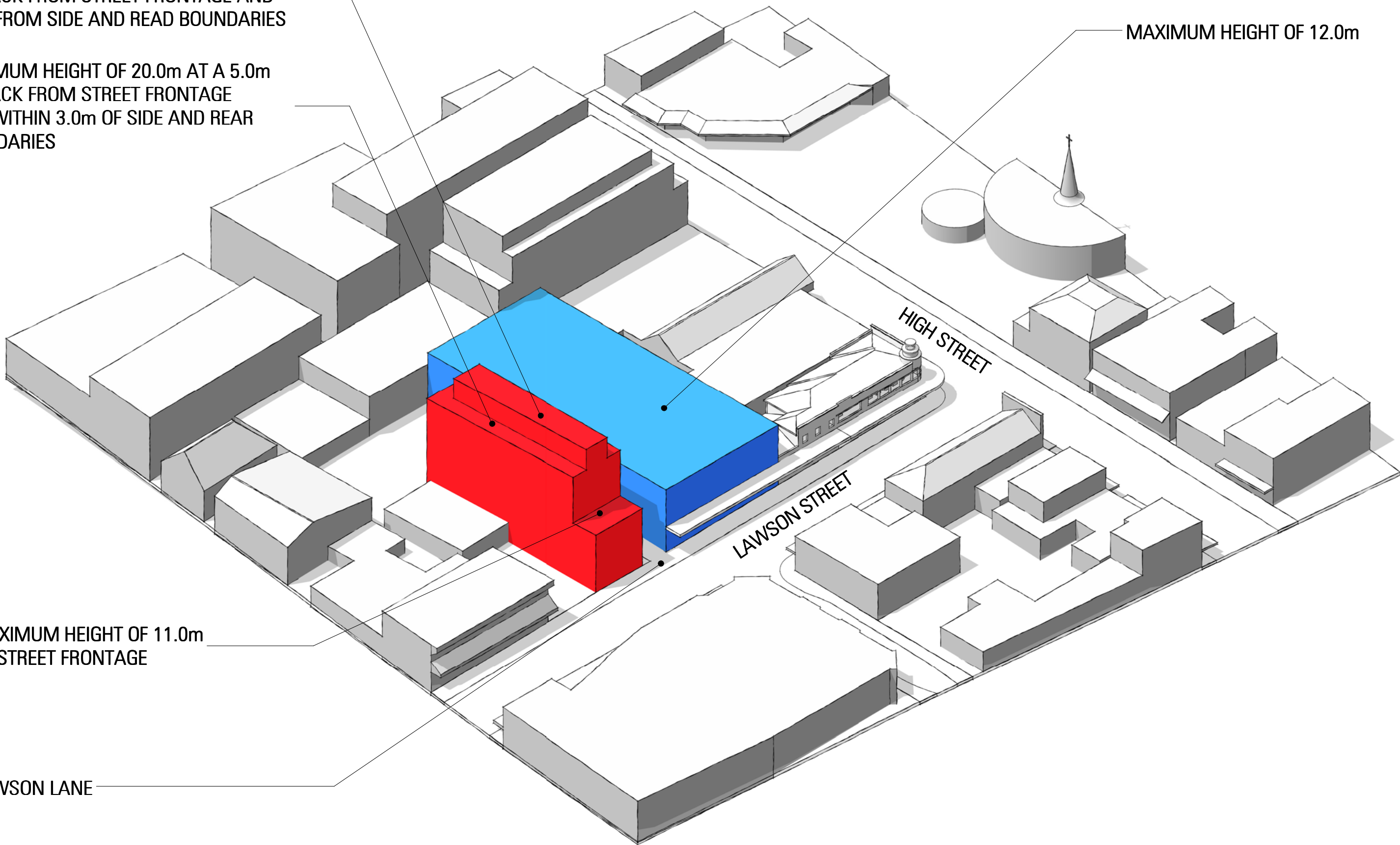
MAXIMUM HEIGHT OF 24.0m AT A 5.0m  
SETBACK FROM STREET FRONTAGE AND  
3.0m FROM SIDE AND REAR BOUNDARIES

MAXIMUM HEIGHT OF 20.0m AT A 5.0m  
SETBACK FROM STREET FRONTAGE  
AND WITHIN 3.0m OF SIDE AND REAR  
BOUNDARIES

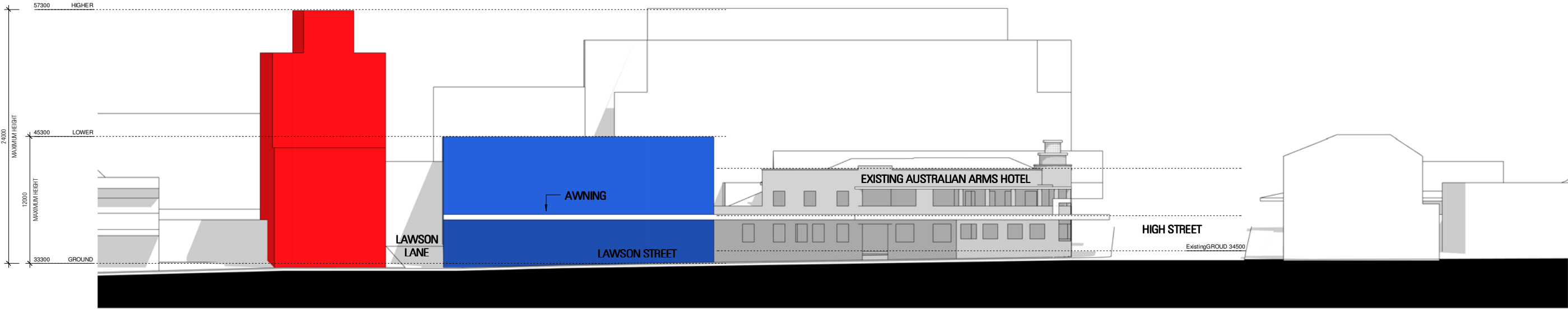
MAXIMUM HEIGHT OF 12.0m

MAXIMUM HEIGHT OF 11.0m  
AT STREET FRONTAGE

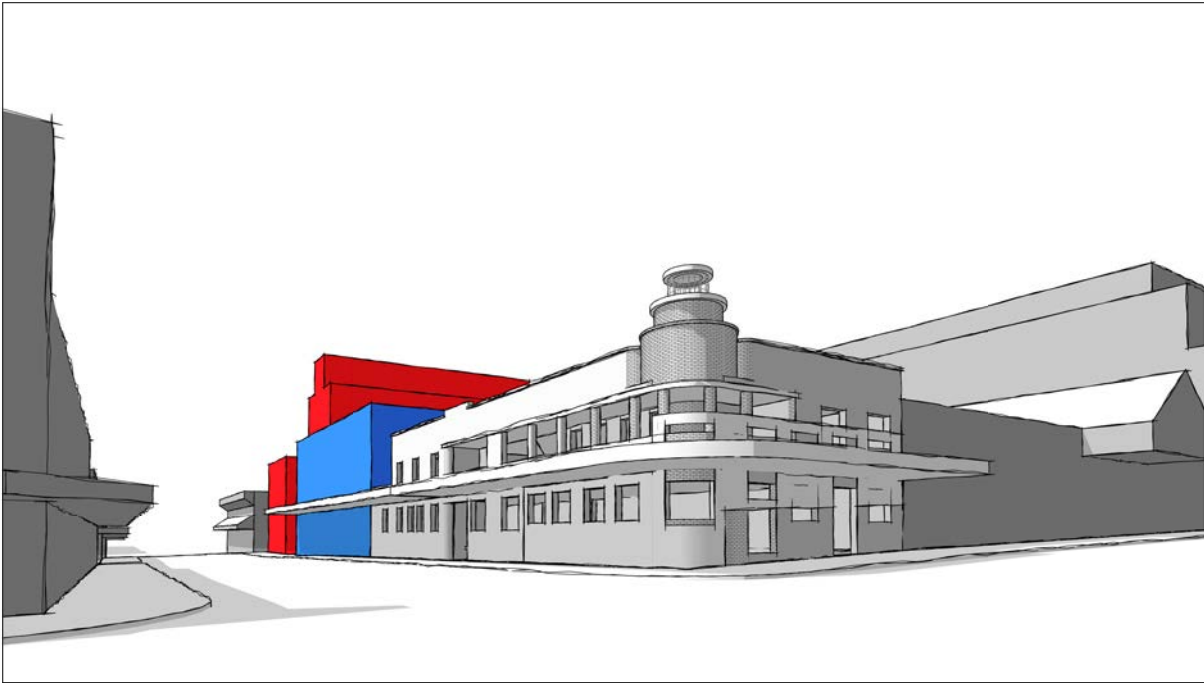
LAWSON LANE



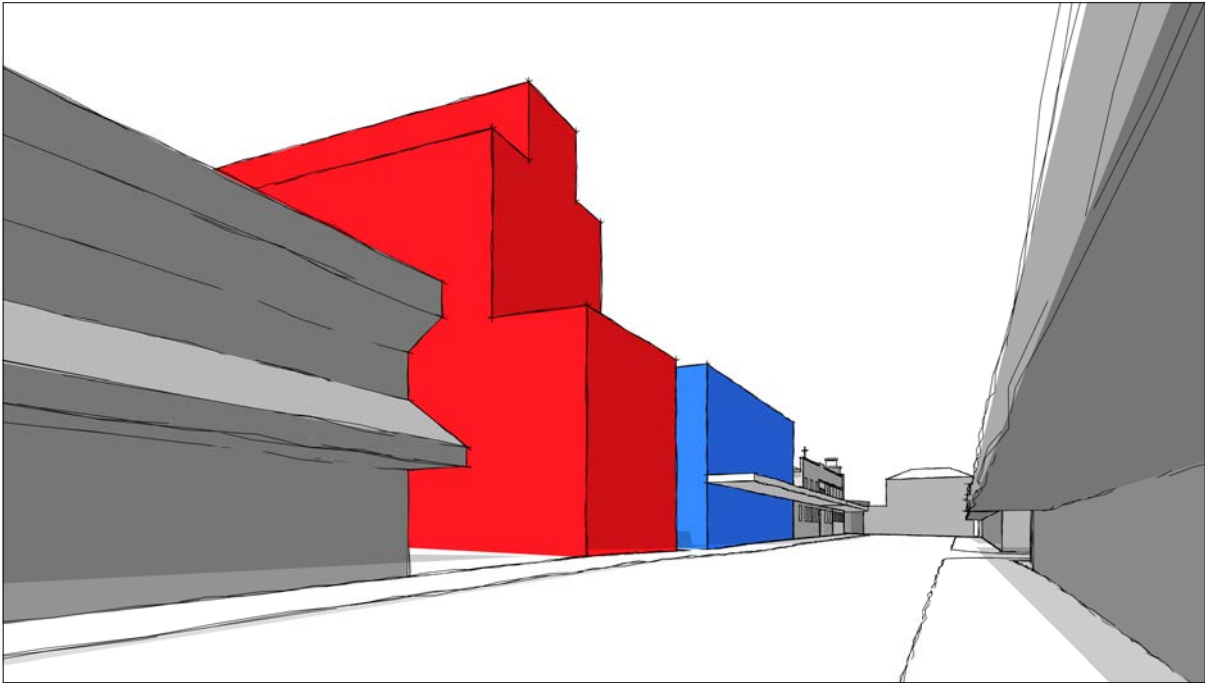
INDICATIVE ENVELOPE STUDY 01 - CURRENT PLANNING SCHEME - ELEVATION AND STREET VIEWS



LAWSON STREET ELEVATION



VIEW 01 - HIGH/LAWSON ST



VIEW 02 - LAWSON/HENRY ST



INDICATIVE ENVELOPE STUDY 02 - "S" ZONING - ISOMETRIC NORTH EAST

MAXIMUM HEIGHT OF 24.0m AT A 5.0m  
SETBACK FROM STREET FRONTAGE AND  
3.0m FROM SIDE AND REAR BOUNDARIES

MAXIMUM HEIGHT OF 20.0m AT A 5.0m  
SETBACK FROM STREET FRONTAGE  
AND WITHIN 3.0m OF SIDE AND REAR  
BOUNDARIES

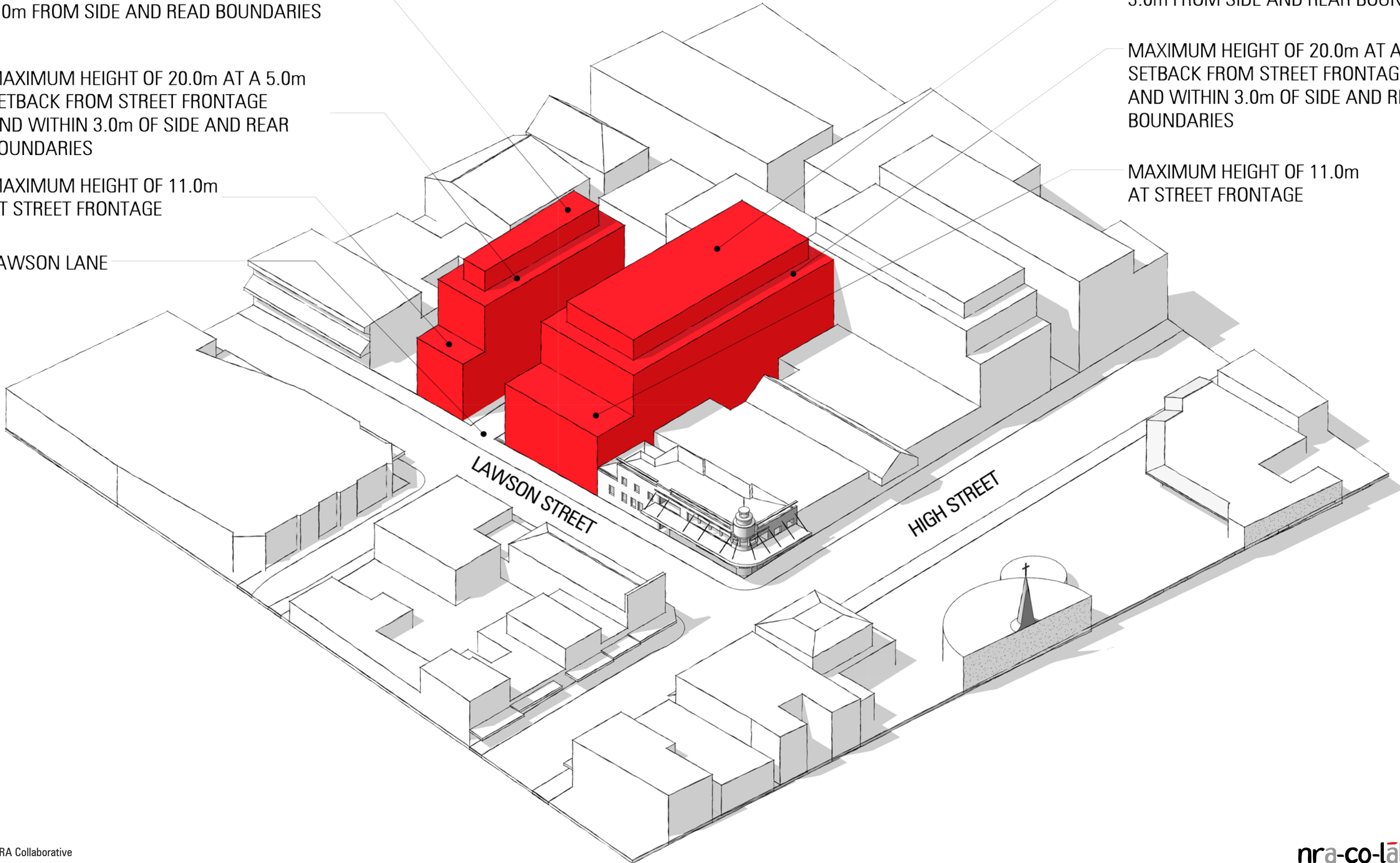
MAXIMUM HEIGHT OF 11.0m  
AT STREET FRONTAGE

LAWSON LANE

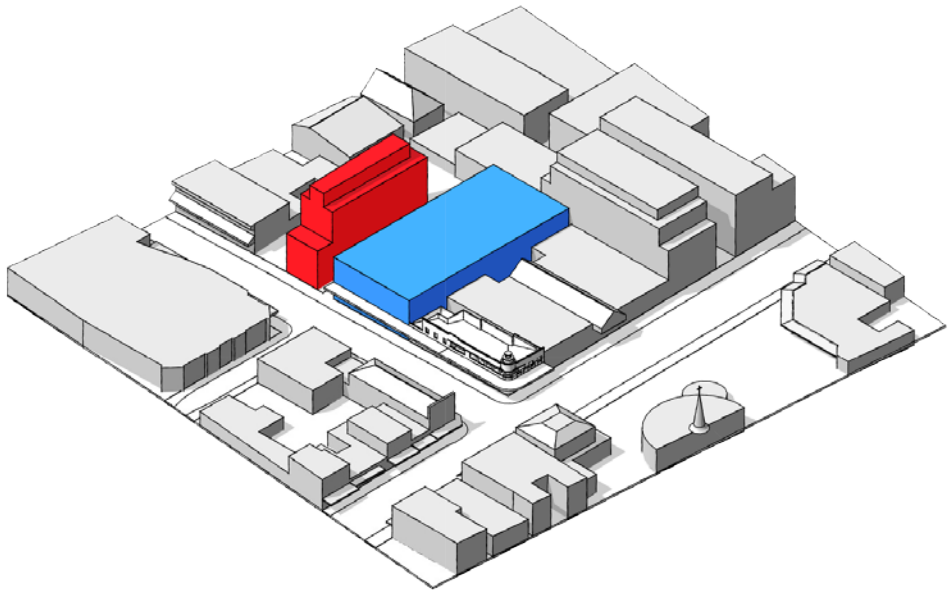
MAXIMUM HEIGHT OF 24.0m AT A 5.0m  
SETBACK FROM STREET FRONTAGE AND  
3.0m FROM SIDE AND REAR BOUNDARIES

MAXIMUM HEIGHT OF 20.0m AT A 5.0m  
SETBACK FROM STREET FRONTAGE  
AND WITHIN 3.0m OF SIDE AND REAR  
BOUNDARIES

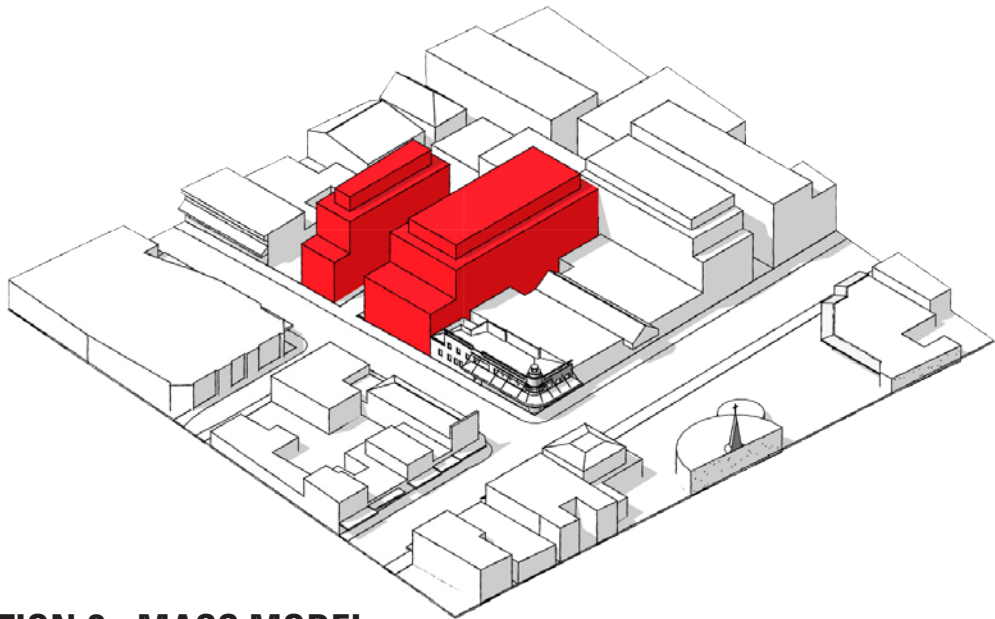
MAXIMUM HEIGHT OF 11.0m  
AT STREET FRONTAGE



SUMMARY



OPTION 1 - MASS MODEL



OPTION 2 - MASS MODEL

“Option 1 - Current planning scheme – built form

The site lies in the B3 commercial core zone.

The objectives of the zone are:

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To strengthen the role of Penrith City Centre as the business, retail and cultural centre of the region.

The current planning scheme permits a 12m height limit on Site A with building set to boundary.

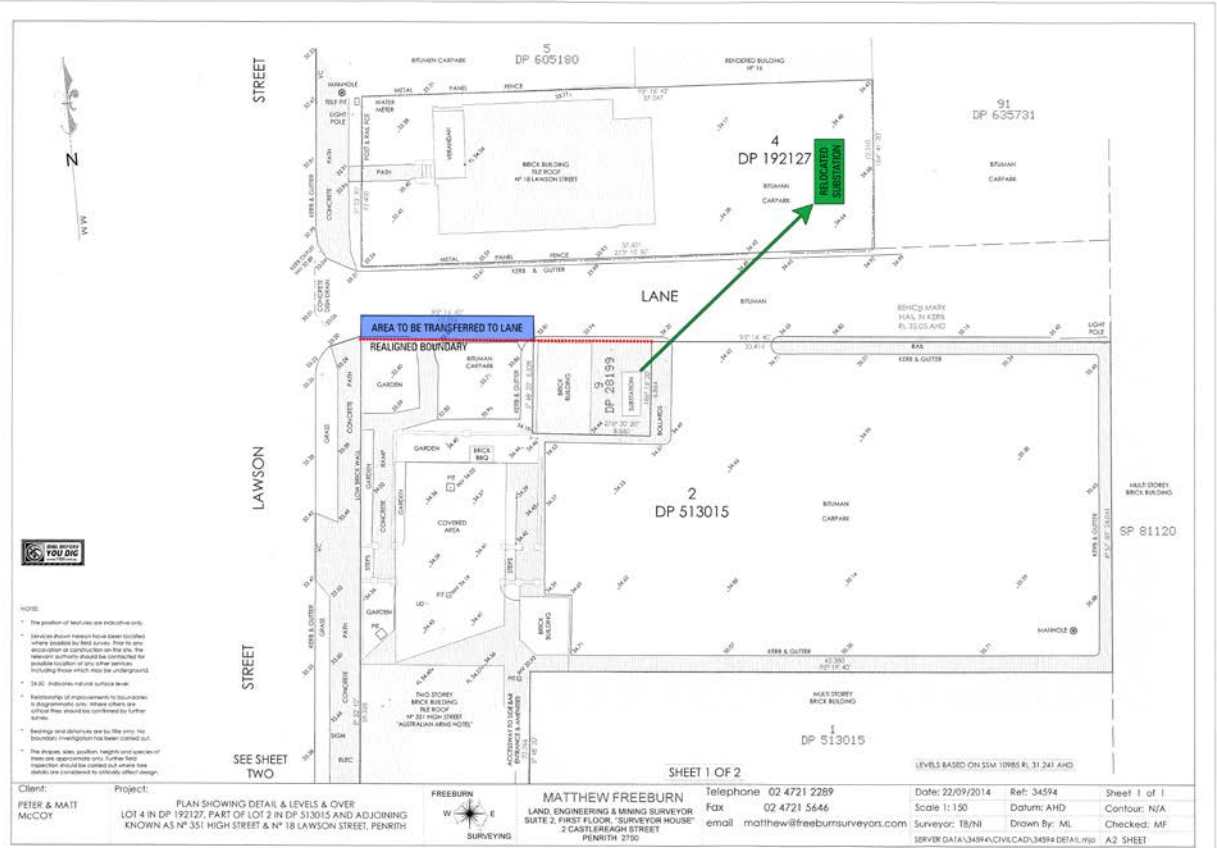
Site B has a permissible building height of 24m with certain set back controls as indicated.

The massing diagram indicates the potential urban built form achievable as of right.

Option 2 – Built form assumes ‘S’ zoning area around the site

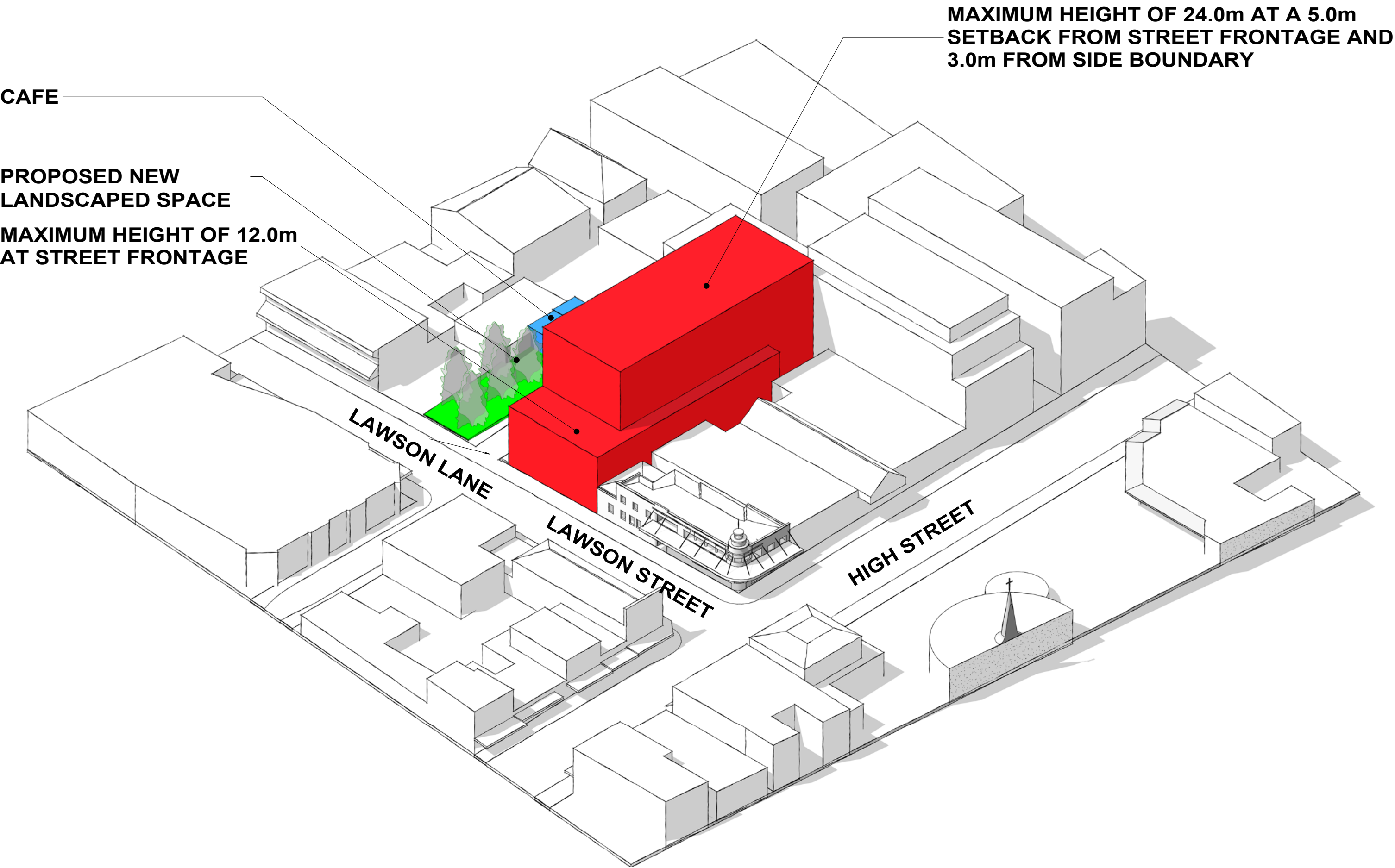
The subject site is surrounded by zone ‘S’ designation which permits 24m height.

Assuming ‘S’ zoning applies (which it doesn’t) then built form is taken to 24m on Site A and on Site B (the original heritage Australian Arms Hotel site remains at its current 2 storey level).



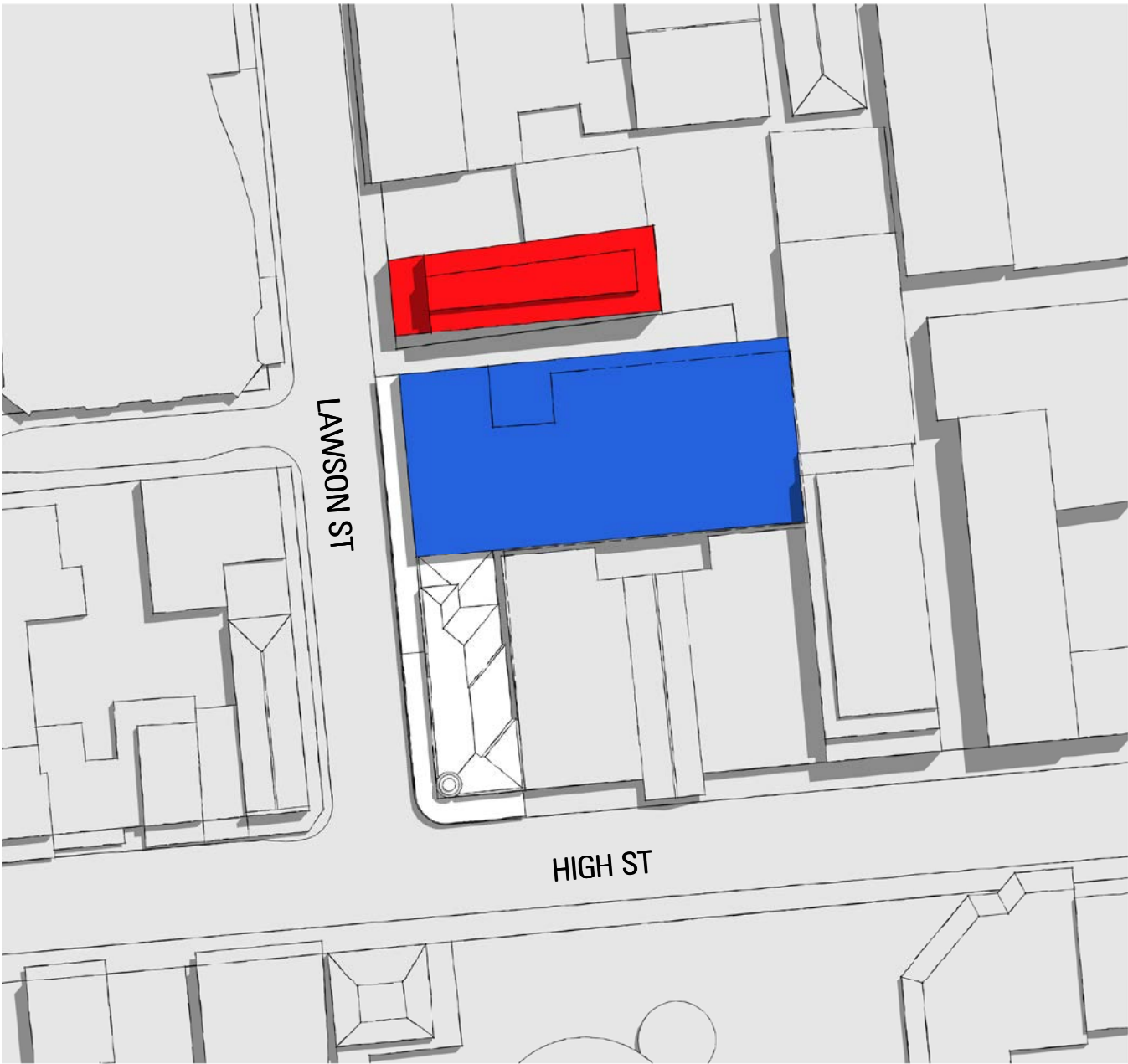


INDICATIVE ENVELOPE STUDY 03 - PREFERRED OPTION - ISOMETRIC NORTH EAST





SHADOW DIAGRAM - SUMMER 11AM



TRUE NORTH SUMMER  
1/12/2016  
11:00 A.M

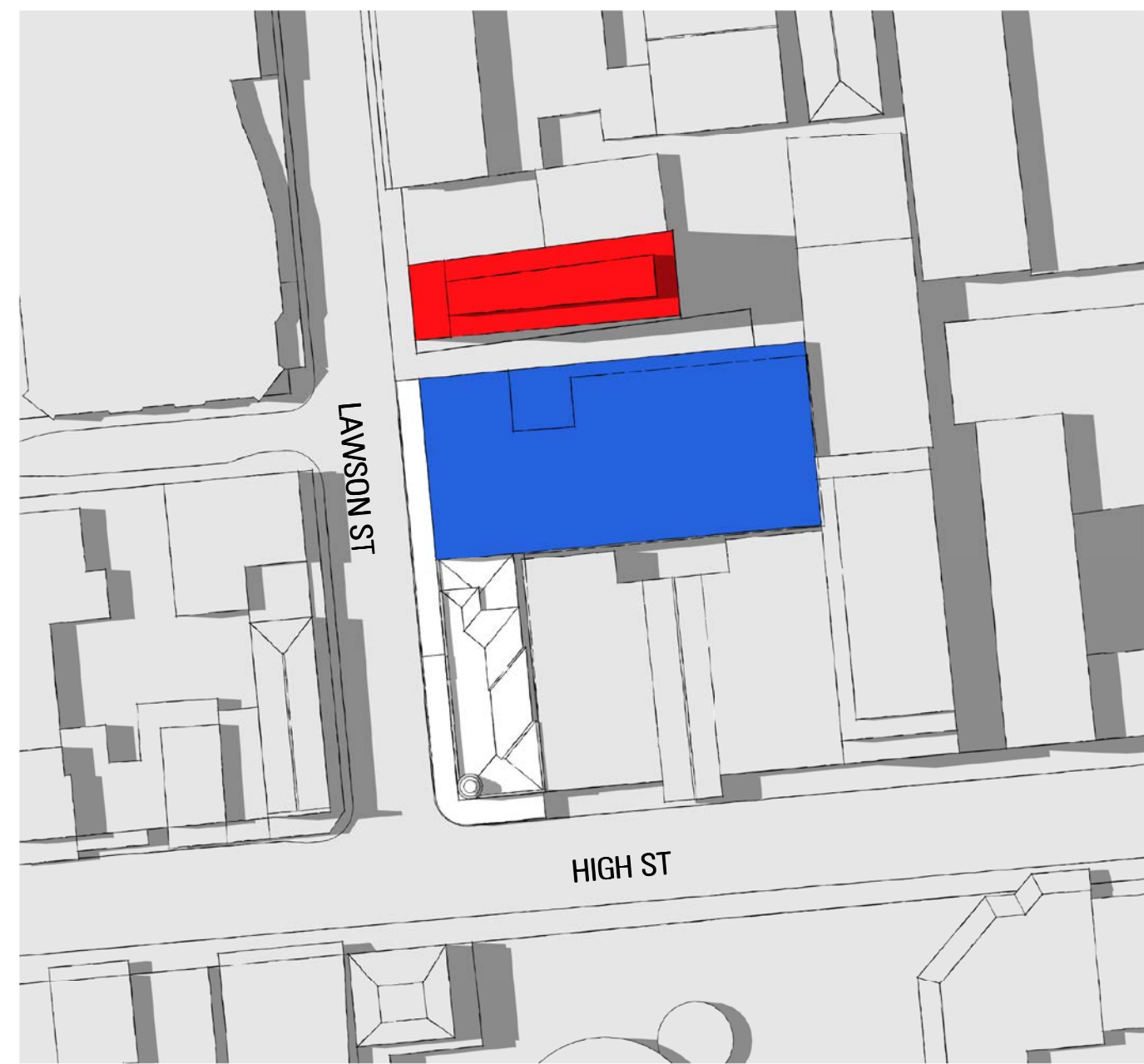
**CURRENT PLANNING SCHEME**  
SITE B CREATES SMALL  
SHADOW OVER LANE



TRUE NORTH SUMMER  
1/12/2016  
11:00 A.M

**PREFERRED OPTION**  
SITE B CREATES  
MINIMAL SHADOWS

SHADOW DIAGRAM - SUMMER 3PM



TRUE NORTH SUMMER  
1/12/2016  
3:00PM

**CURRENT PLANNING SCHEME**  
SITE B CREATES MORE SHADOW  
OVER CARPARK



TRUE NORTH SUMMER  
1/12/2016  
3:00PM

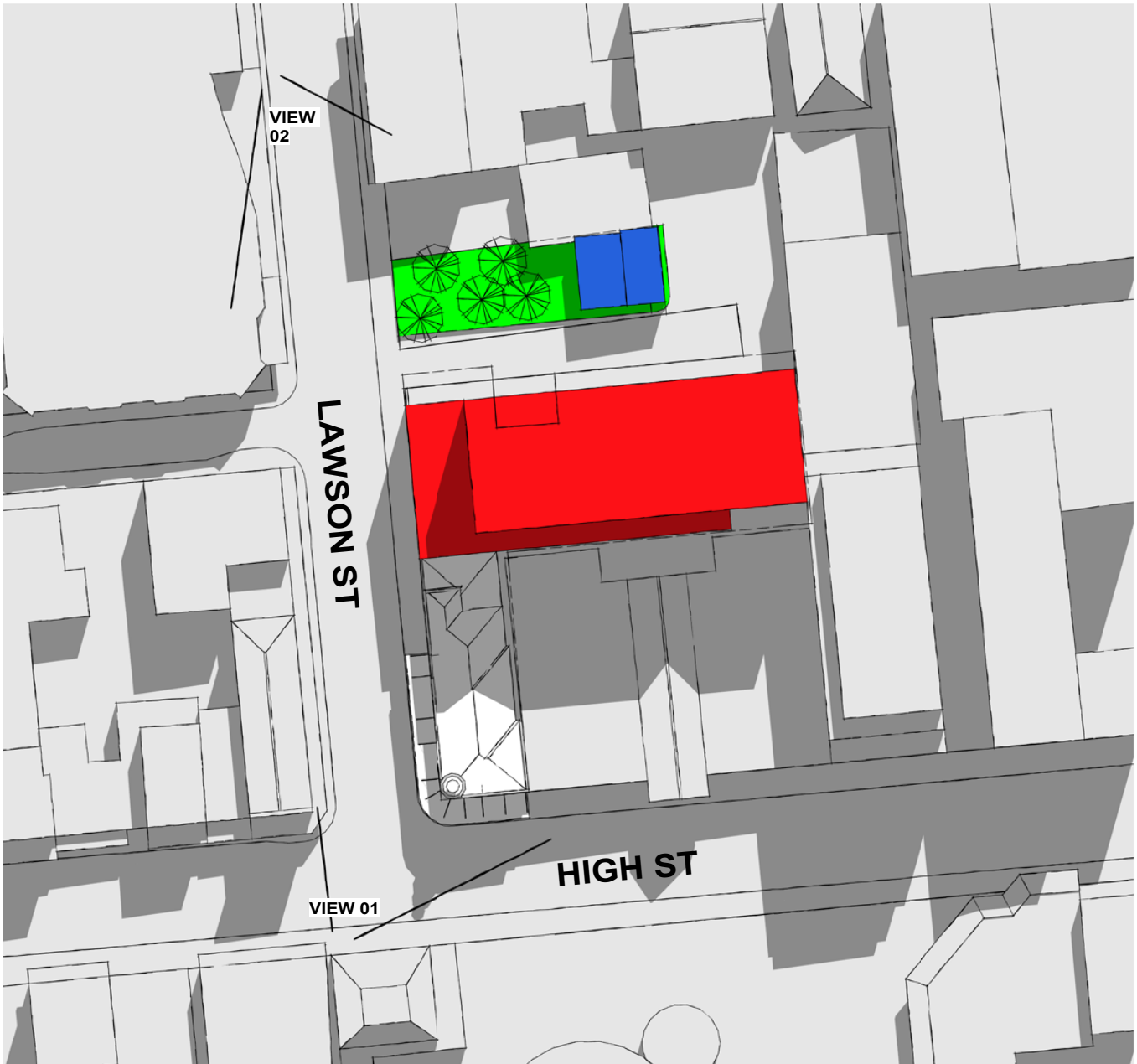
**PREFERRED OPTION**  
SITE A CREATES SMALL  
SHADOW ADJACENT BUILDING

SHADOW DIAGRAM - WINTER 11AM



TRUE NORTH WINTER  
1/7/2017  
11:00 A.M

**CURRENT PLANNING SCHEME**  
SITE A&B CREATES MINIMAL  
SHADOW ON ADJACENT BUILDING



TRUE NORTH WINTER  
1/7/2017  
11:00 A.M

**PREFERRED OPTION**  
SITE B CREATES MORE SHADOW  
ON ADJACENT BUILDING ROOF



SHADOW DIAGRAM - WINTER 3PM



TRUE NORTH WINTER  
1/7/2017  
3:00PM

**CURRENT PLANNING SCHEME**  
SITE A&B CREATES MINIMAL  
SHADOW ON ADJACENT BUILDING



TRUE NORTH WINTER  
1/7/2017  
3:00PM

**PREFERRED OPTION**  
SITE B CREATES MORE SHADOW  
ON ADJACENT BUILDING ROOF

# PROPOSED DESIGN CON- CEPT PRINCIPLES

# RESPONSE TO PENRITH LOCAL ENVIRONMENTAL PLAN

## HIGH STANDARD OF DESIGN

Use of natural materials that respect the red brick of the existing hotel Attention to details and forms. Heritage details such as the curved red brickwork, activated street frontage with footpath awnings with steel rod stays are to be evaluated.

## FORM AND EXTERNAL APPEARANCE OF THE DEVELOPMENT WILL IMPROVE THE QUALITY OF THE PUBLIC DOMAIN

The Australian Arms Hotel is retained intact .There will be an internal link to the new building. The new building will pay attention to the proportions of the existing brick parapets and architectural details.

## RELATIONSHIP OF THE DEVELOPMENT WITH OTHER BUILDINGS

The new hotel wing is 3.0 metres away from existing buildings on the south boundaries and privacy aspects of the neighbouring buildings will be respected. The new hotel wing will complement the existing hotel building.

## BULK. MASSING AND MODULATION OF BUILDINGS

Various building envelopes and masses have been studied, see illustrative diagrams further in this document.

## STREET FRONTAGE HEIGHTS

The hotel extension on Lawson Street is similar to and respects the façade heights of the adjacent Australian Arms Hotel and the street awning .

# UNIQUE DETAILS OF THE EXISTING HOTEL

- Australian Arms Hotel typeface and sign
- Curved Brickwork corner turret and glass blocks and Australian flag
- Awning with steel rod stays and pressed metal soffit
- Red brickwork and curved brick details including circular Level 1 red brick columns
- Curved Corner glazing
- Building Height

## SUSTAINABLE DESIGN

The new hotel wing faces north south and various sun protection elements to the north face will be analysed. The hotel planning allows natural light to corridors. Other ESD principles will be reviewed during the design development.

## PEDESTRIAN, CYCLE, VEHICULAR AND SERVICE ACCESS

The current Lawson Lane has been reconfigured and designed as a shared zone with guest vehicle and service vehicle access to the site kept to the end of the Lane. The provision of planter boxes, street trees and coloured stone paving patterns will further enhance the lane in conjunction with a designed pedestrian and cycle friendly paving.

## BUILDING HEIGHT

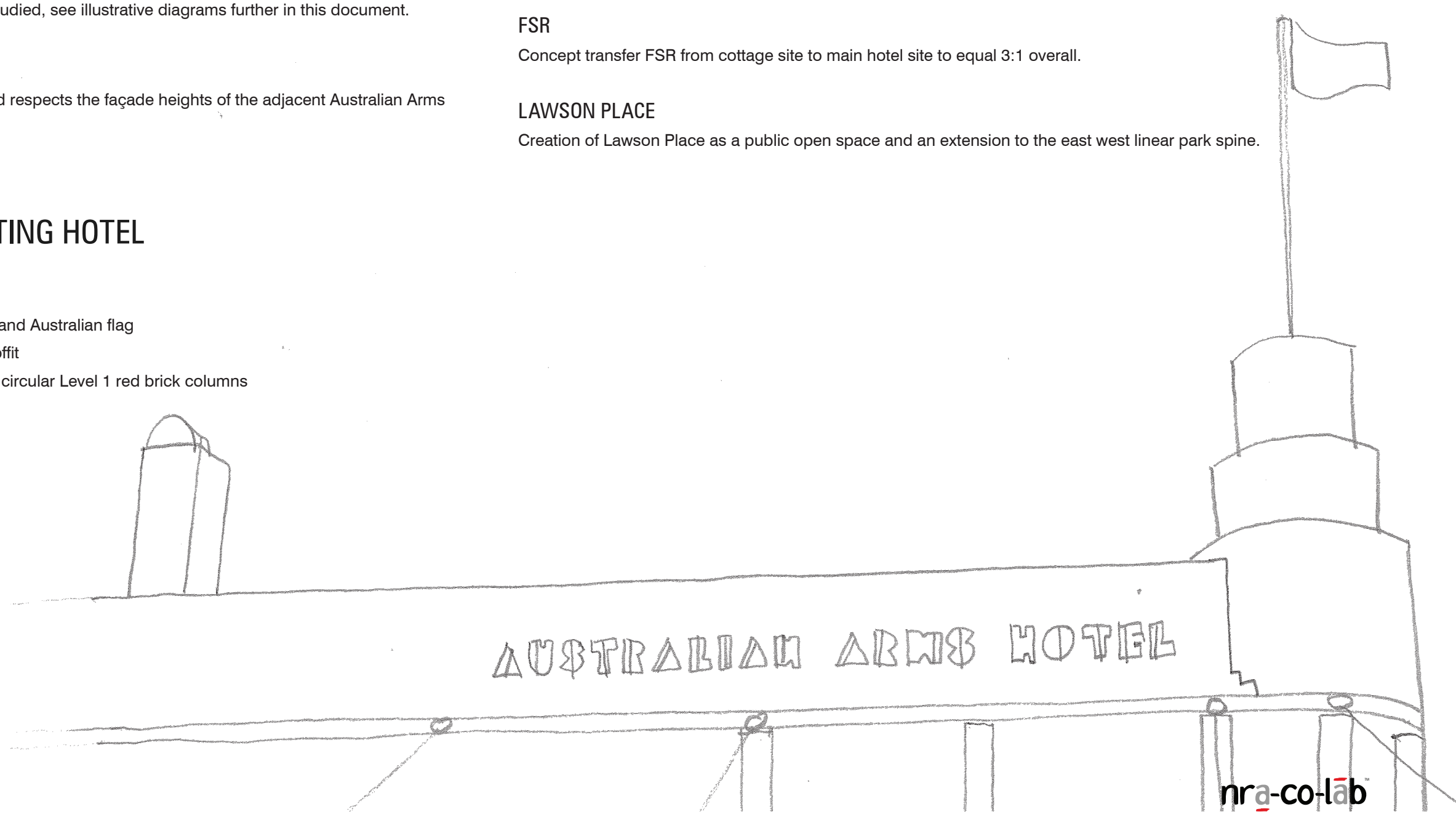
- Less than 24 metres for hotel site, with an exemption of lift overrun.
- Landscaping and cafe

## FSR

Concept transfer FSR from cottage site to main hotel site to equal 3:1 overall.

## LAWSON PLACE

Creation of Lawson Place as a public open space and an extension to the east west linear park spine.





ARCHITECTURAL DESIGN CONCEPT PRINCIPLES

EMERGING DESIGN CONCEPTS



MATERIALITY AND ARTICULATION



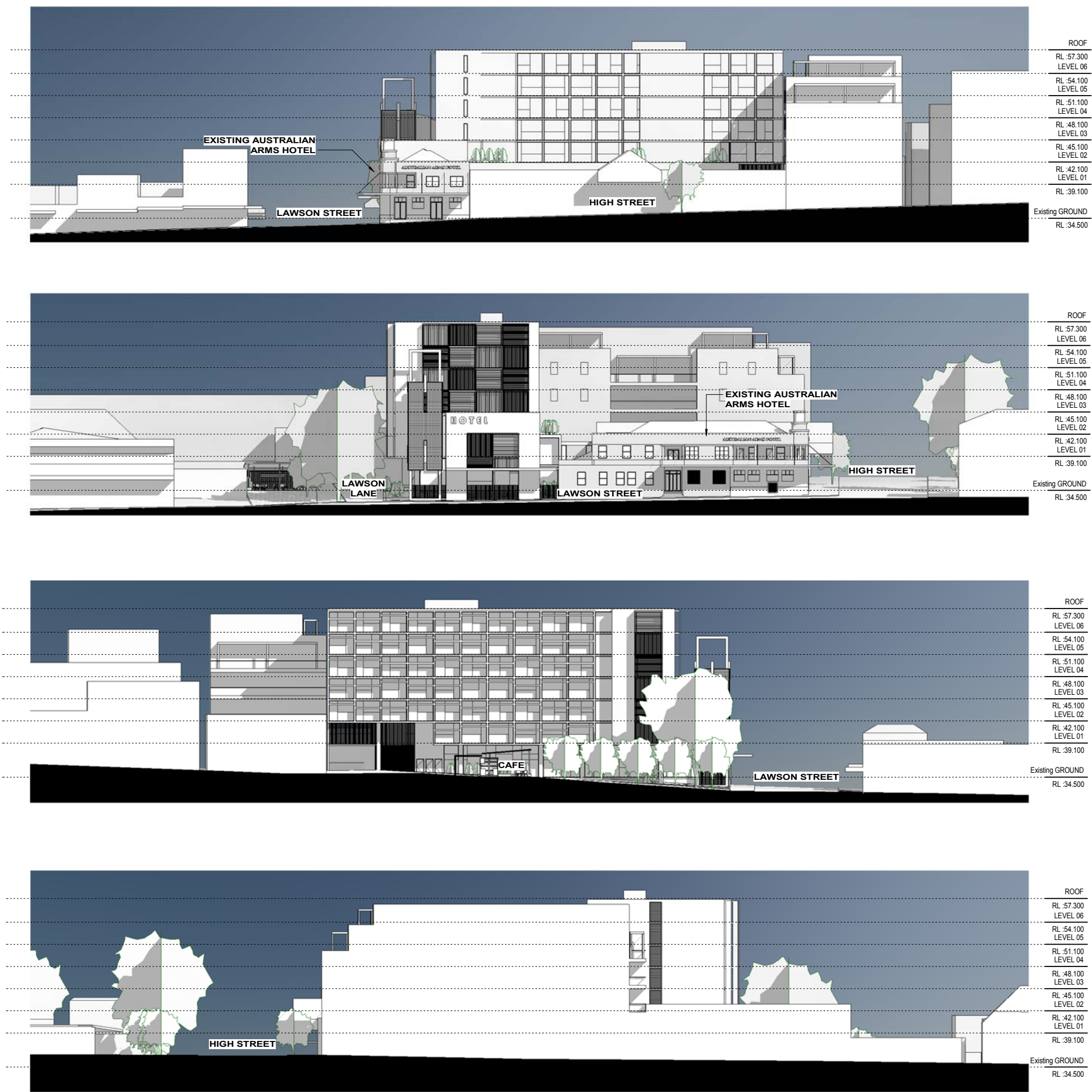


# PROPOSED STREETSCAPE AND FRONTAGES

To compliment the existing streetscape the potential mass will be designed in accordance with the height and setback restrictions that were highlighted previously.

To keep the focus on the activated street frontage the lower portion of the building will be constructed in a contemporary character complimentary with the existing hotel and the surroundings.

The street will be activated by pedestrian activity entering and exiting the building with the intention of having casual surveillance from the ground floor amenities of the concept.

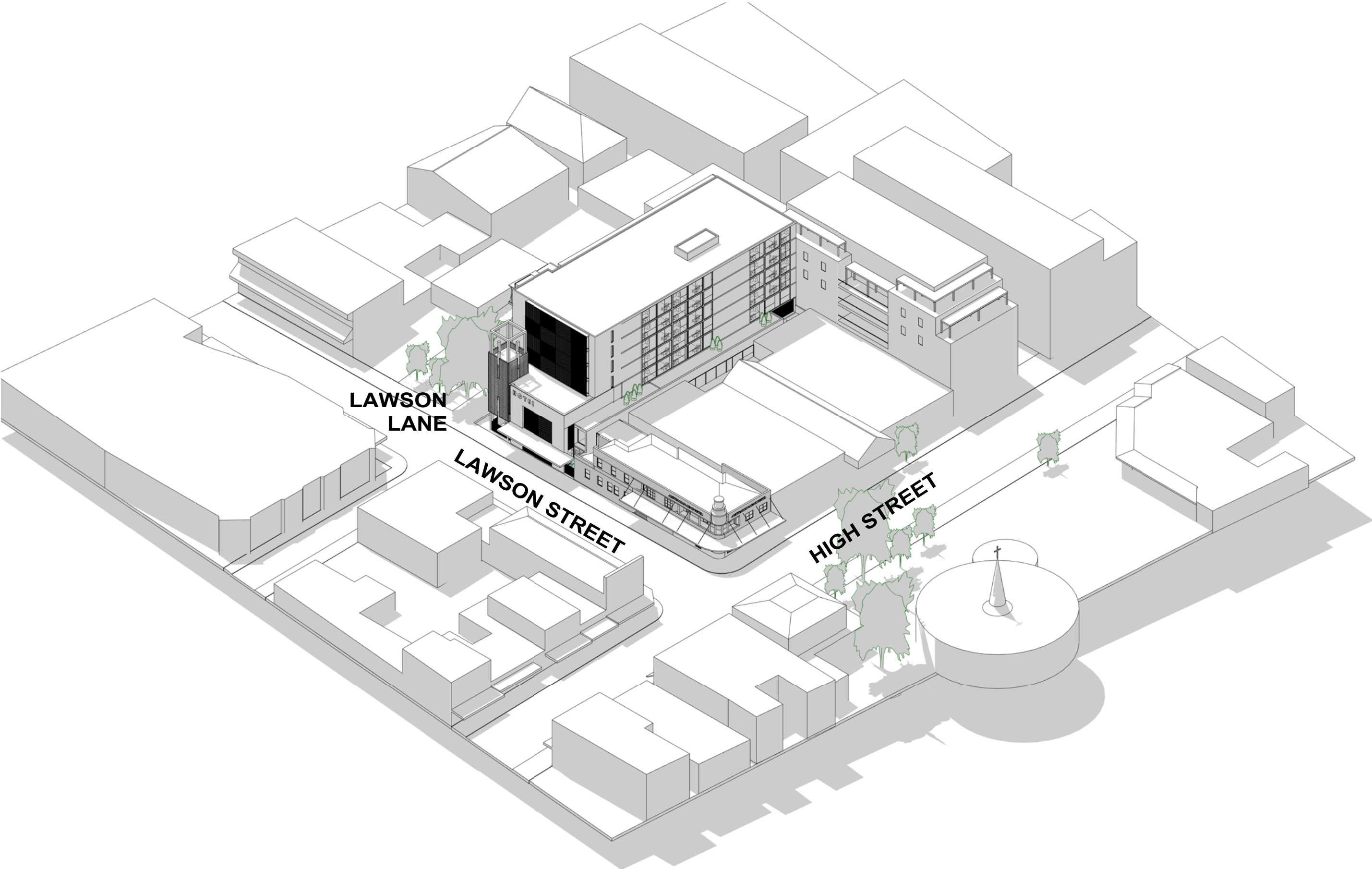


# BUILT FORM MODEL DESIGN CONCEPT

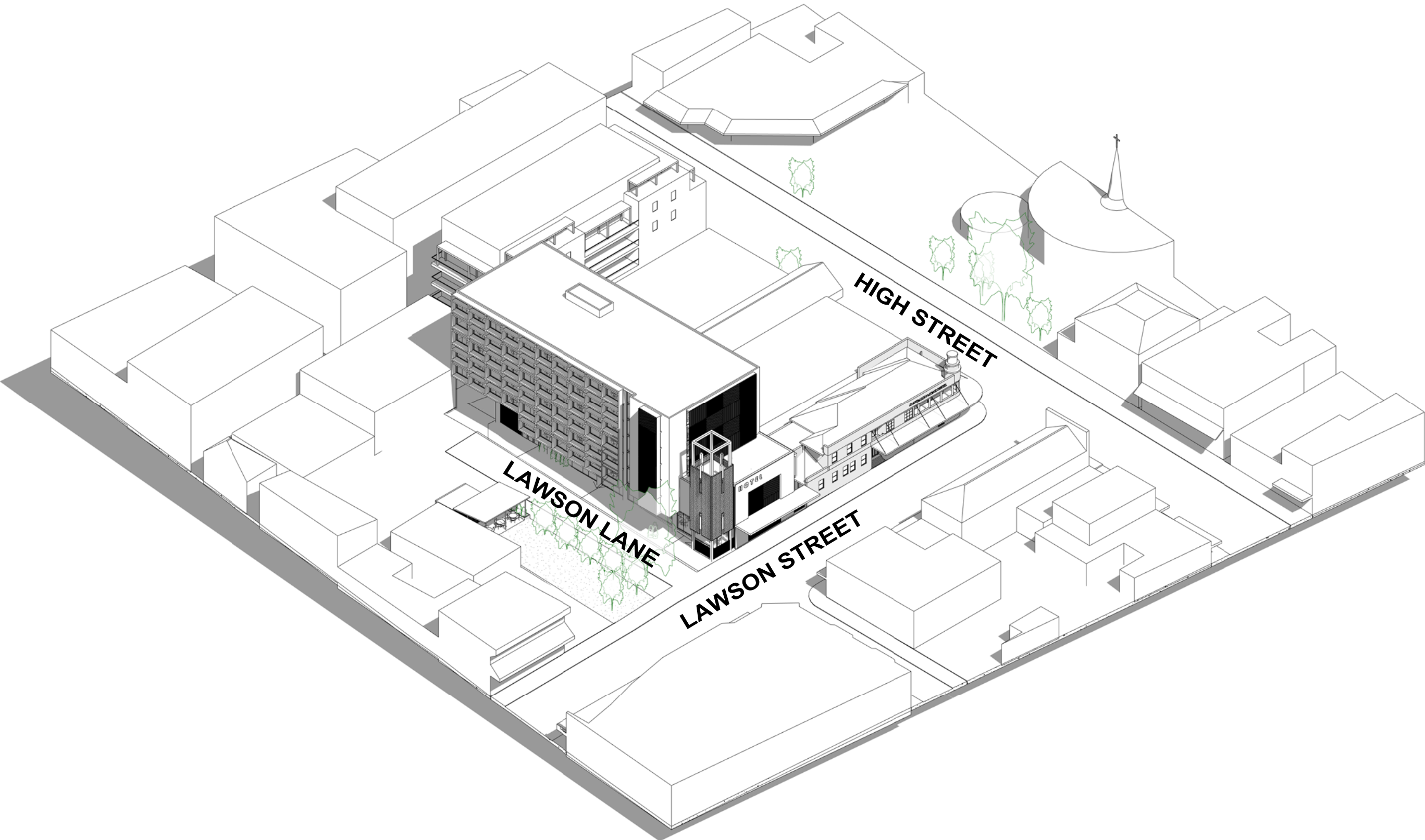




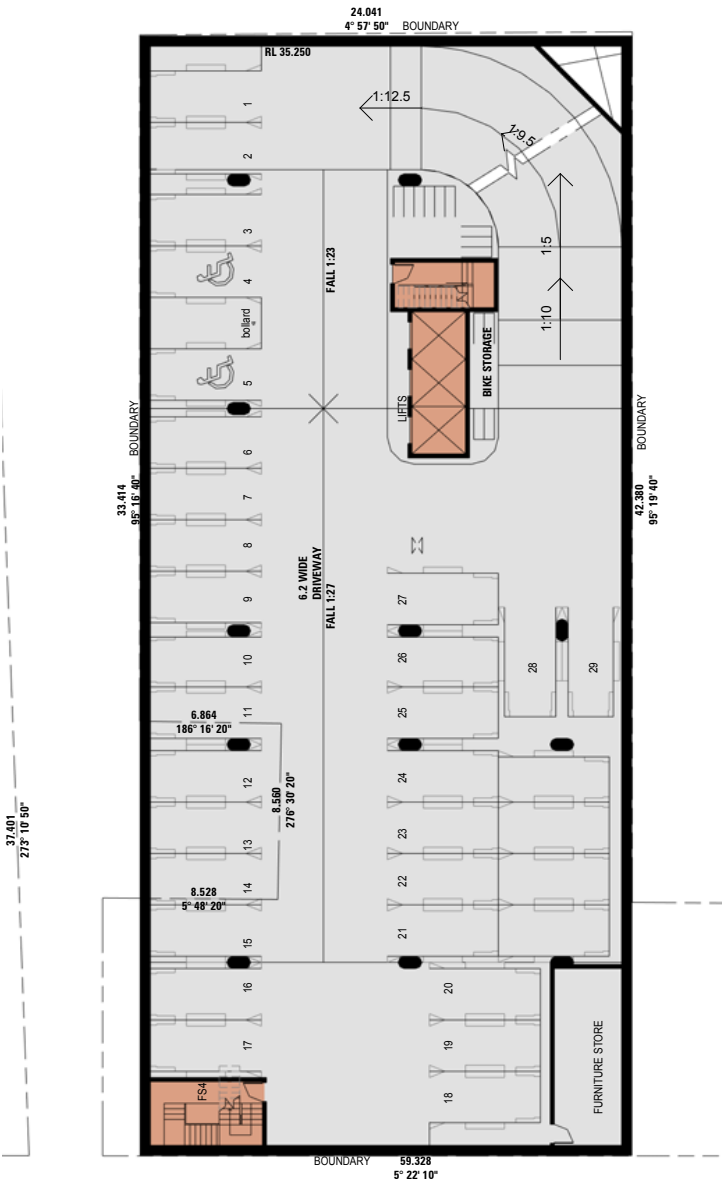
DESIGN CONCEPT - NORTH EAST



DESIGN CONCEPT - SOUTH EAST



DESIGN CONCEPT - FLOOR PLANS



BASEMENT 01/02

- BASEMENT 01- 29 CAR SPACES
- 4 TANDEM STAFF
- BASEMENT 02 - 31 CAR SPACES
- 4 TANDEM

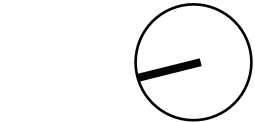


GROUND FLOOR



LEVEL 01

- 6 HOTEL ROOMS (12 EXISTING ROOMS)
- CONFERENCE FACILITIES





DESIGN CONCEPT - FLOOR PLANS



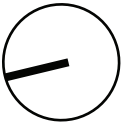
LEVEL 02  
16 HOTEL ROOMS



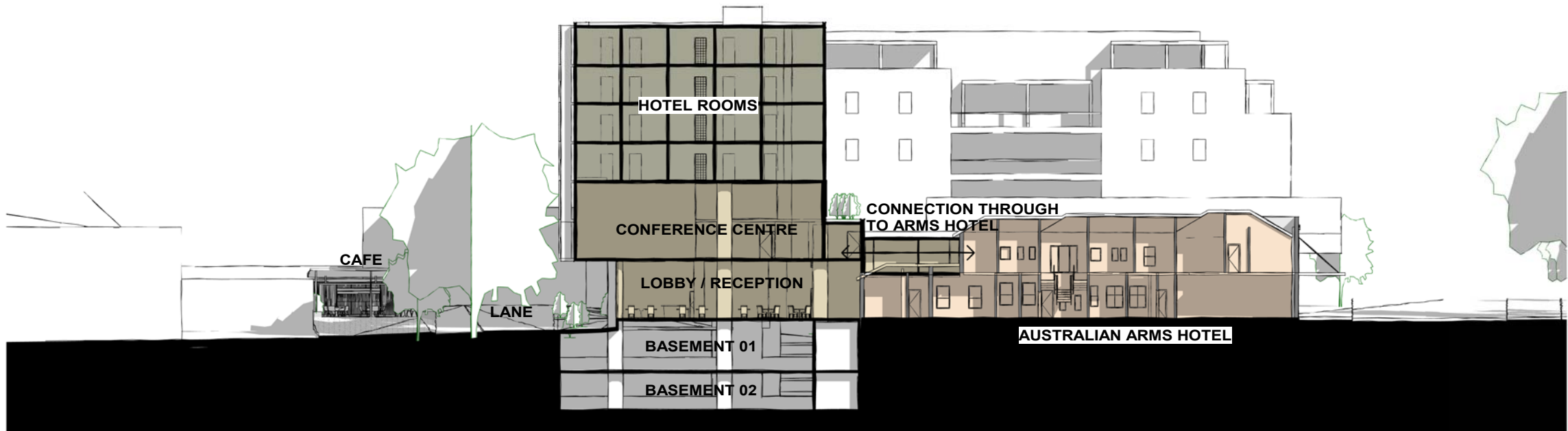
LEVEL 03 - 06  
22 HOTEL ROOMS EACH FLOOR  
TOTAL: 88 HOTEL ROOMS

HOTEL ROOM CALCULATION

LEVEL 01:	6 HOTEL ROOMS
LEVEL 02:	16 HOTEL ROOMS
LEVEL 03-06:	88 HOTEL ROOMS
TOTAL:	110 HOTEL ROOMS
INCL. EXISTING ROOMS:	122 HOTEL ROOMS



DESIGN CONCEPT - SECTION & PERSPECTIVE VIEWS



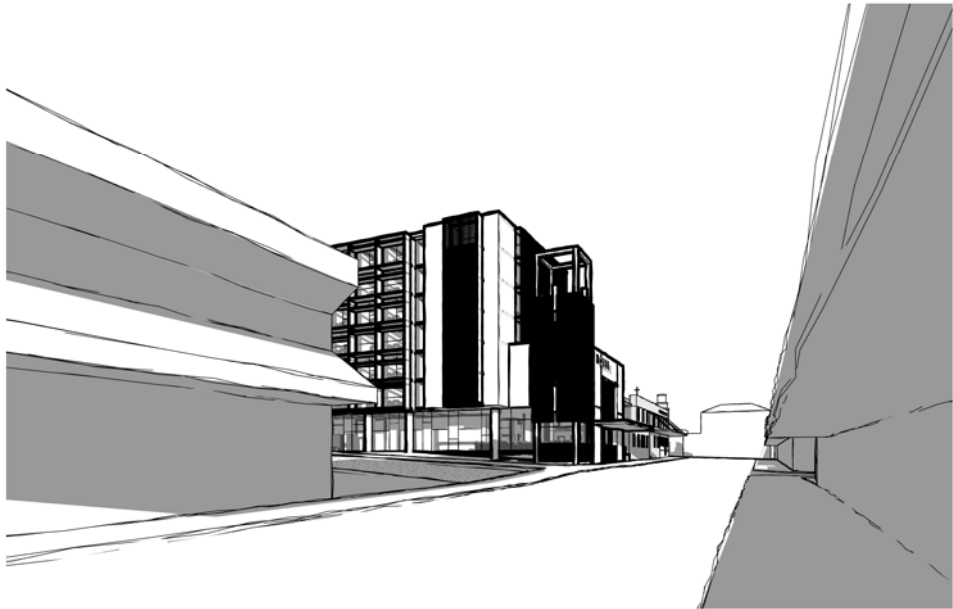
EAST SECTION



VIEW 01 - LAWSON LANE

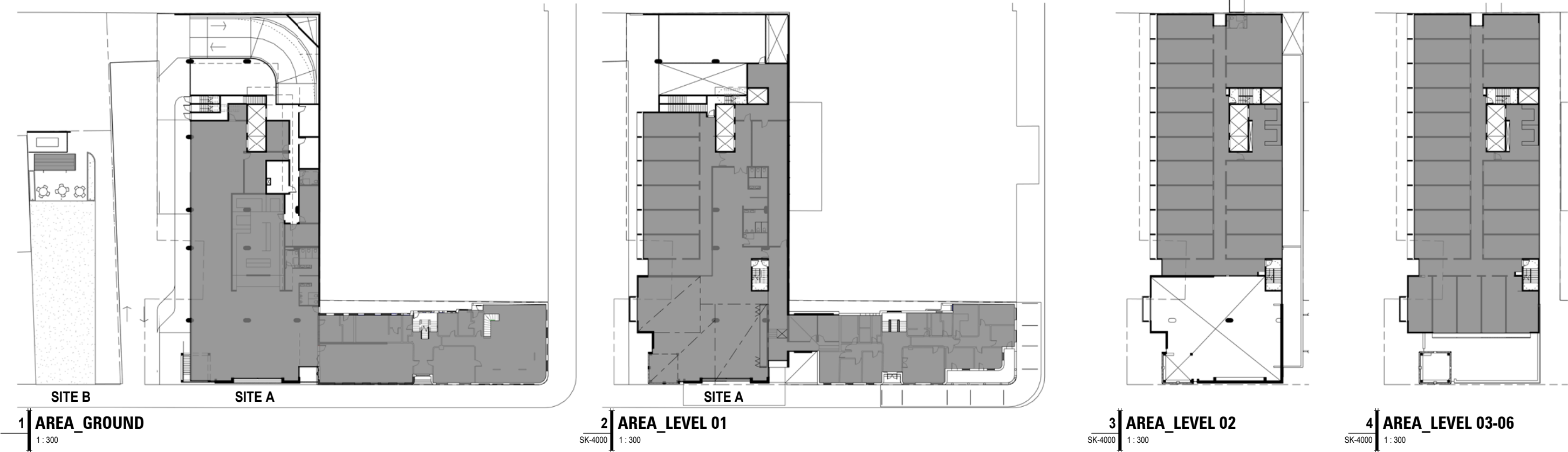


VIEW 02 - HIGH/LAWSON ST



VIEW 03 - LAWSON/HENRY ST

DESIGN CONCEPT - FLOOR PLAN AREA CALCULATIONS



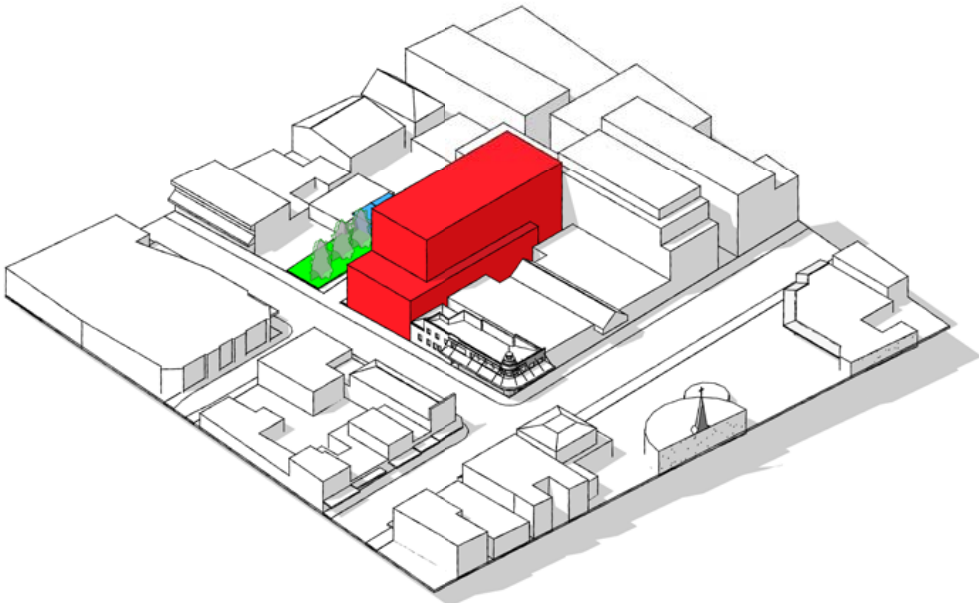
SITE A	
GROSS FLOOR AREA INCLUDING EXISTING BUILDING	
GROUND FLOOR	963 m <sup>2</sup>
LEVEL 01	1107 m <sup>2</sup>
LEVEL 02	645 m <sup>2</sup>
LEVEL 03	800 m <sup>2</sup>
LEVEL 04	800 m <sup>2</sup>
LEVEL 05	800 m <sup>2</sup>
LEVEL 06	800 m <sup>2</sup>
TOTAL FLOOR AREA	5915 m <sup>2</sup>
SITE AREA	
SITE A	1686 m <sup>2</sup>
FLOOR SPACE RATIO 3.5 : 1	

SITE B	
GROSS FLOOR AREA	
GROUND FLOOR	14 m <sup>2</sup>
TOTAL FLOOR AREA	14 m <sup>2</sup>
SITE AREA	
SITE B	461 m <sup>2</sup>
FLOOR SPACE RATIO 0.3 : 1	

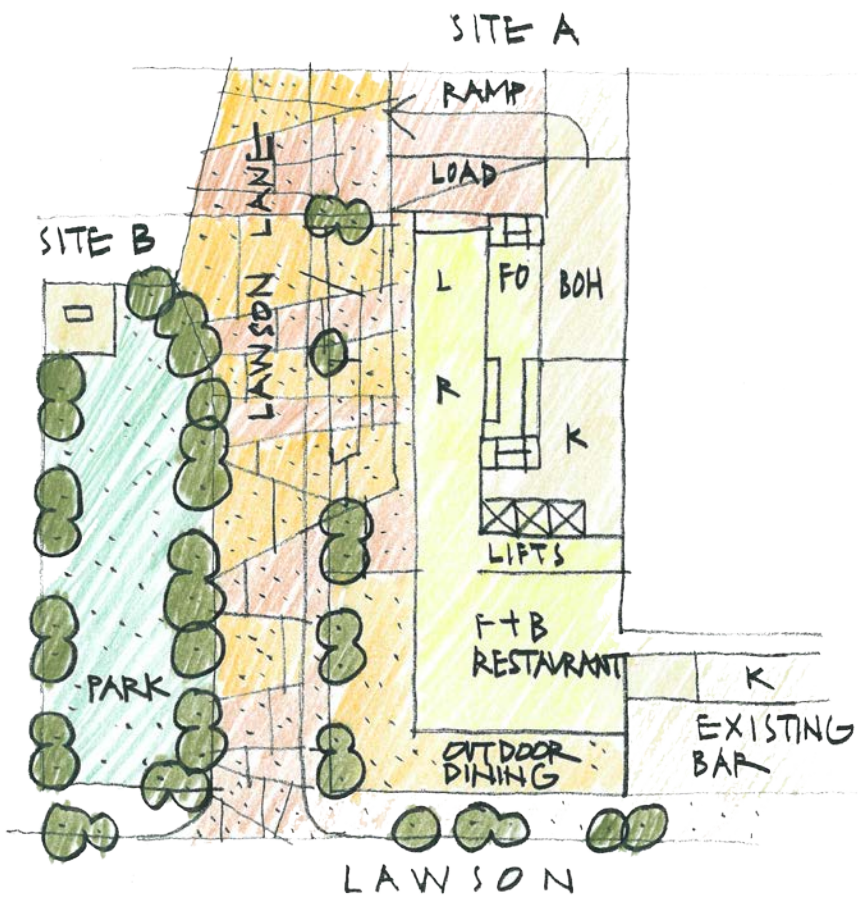
NOTE: GROSS FLOOR AREA IS THE SUM OF THE FLOOR AREA OF EACH FLOOR OF THE BUILDING MEASURED FROM THE INTERNAL FACE OF EXTERNAL WALLS.



# SUMMARY



MASS MODEL



POTENTIAL SHARED ZONE SKETCH

## Option 3 – (Preferred option)

Our preferred direction places emphasis on the big idea, which is to visually extend the public open space amenity by landscaping Site B, and with the FSR for Site B transferred to Site A to consolidate the development form onto a single purposeful 3.5 – 4 star hotel accommodation project.

Site A really requires a critical mass to achieve a better economic use and to provide the community with a facility that provides economic benefit in the form of an expanded hotel/function space/accommodation offering.

This new building on Site A also provides the opportunity to provide a book-end to the east-west open space axis through the use of an architectural form and tower that defines the corner and the end to the axis.

The urban form is complimented by the shared zone over the lane and visual connection to the open space provided by the landscaping. The new facade facing Lawson Street and defining the end of the axis, Lawson St and the lane, will be activated with food and beverage which extends the current hotel use towards the landscaping zone.

The porte cochère entrance to the hotel is then accessed from the shared zone along the lane. This shared zone handles the underground parking to the rear as well as providing public access to the front of house entrance to the hotel accommodation and conferencing/function space above.

It should be noted that our current proposed built form above podium has a building set back to the lane of 2m and a building set back to the south alignment of 3m, and a building set back from Lawson St of 8m.

It should also be noted that we propose to build the eastern boundary abutting the adjoining 24m high office building to the east enabling a greater set back to Lawson St that is required by the plan.

The option to this is, of course, to leave a 3m boundary set back to the existing eastern building and move the tower 3m towards Lawson St – this is a matter for discussion.

The proposed landscaping zone resolves a number of issues.

1. The current pad mount sub-station can be transferred and mounted to the north-east corner as indicated, and the land on which the current substation sits incorporated into Site A.
2. It should also be noted that Site A extends into the lane by approximately 3m, and therefore the current lane needs a boundary re-alignment to resolve the current situation. This appears to be an anomaly that has been in place for some period of time.

It is proposed that Site B is suitably landscaped in such a way as to enable a café space.

With the majority of the hotel rooms facing north, the visual amenity of the landscaped zone is captured from the outlook of the hotel rooms.



# OUR STRENGTH IS IN THE TALENT OF OUR PEOPLE



## **NOEL ROBINSON**

CEO & Managing Director

*DIP ARCH GRAD DIP URP LFRAIA*

Noel is founder & CEO of The NRA Collaborative. Since 1972 Noel has led a distinguished career in private practice & is the recipient of numerous architecture awards. Noel is a Life Fellow of the Australian Institute of Architects & chairs the Independent Design Advisory Panel for the Brisbane City Council. He also chairs the Sunshine Coast Councils' Urban Design Advisory Panel & sits on the Lord Mayors Urban Futures Brisbane Board.



## **ROSS BONTHORNE**

Collaborator

*B ARCH (HONOURS), M ARCH, FAIA, AM*

Ross has lead a highly successful career working collaboratively on the Master Planning of numerous large scale-mixed-use-urban projects around the globe, specifically in providing sustainable development strategies and conceptual design solutions. Subsequently in January 2007 Ross was awarded an Order of Australia, AM, for Services to Urban Planning and Architecture along with the "Presidents Award for an Outstanding Contribution to the Architectural Profession" by the RAIA.



## **PHILLIP LORD**

National Practice Manager

*B BSC B ARCH (HONS) RAIA*

Phillip is a highly accomplished Architect who has been working in a collaborative partnership with clients for nearly 30 years delivering their project need and expectations in Australasia, Singapore and Scandinavia. He brings a wealth of knowledge and experience gained through his creative and innovative design stewardship on many completed award winning public and private sector projects.



## **GARRY DUTTON**

Principal

*DIP ARCH (QUT) RAIA*

Garry has a wide range of experience in project planning, management and architectural design. This experience has been gained in senior roles with some of Australia's most prestigious architectural practices having worked in Brisbane and Melbourne as well as in London and Oman. Garry's strengths lie in residential, commercial, educational, tourism and hospitality projects.



## **NUNO DIAS**

Principal

*LIC. ARCH (U.L. PT) RAIA*

Nuno has over 18 years experience in architectural, urban planning and building construction. Nuno's experience is primarily in large scale residential developments, commercial and tourism projects. Nuno has also been involved in the BIM implementation throughout the practice and on projects.



## **LEE WADE**

Principal

*DIP ARCH G CERT OF ARCH PRA (QUT) RAIA*

Lee is a highly accomplished production architect who has worked across many sectors in successfully delivering a wide range of building types during his career. He has 30 years experience in management of the production of contract documentation, contract and site administration.

# CONTACT US

## BRISBANE

Noel Robinson  
Managing Director  
nr@nracolab.com

Level 14  
111 Eagle Street  
Brisbane QLD 4000

+61 7 3229 5266

## MELBOURNE

Noel Robinson  
Principal  
nr@nracolab.com

52 River Esplanade  
50 Lorimer Street  
Docklands VIC 3008

+61 4 1777 4911

## SYDNEY

Ross Bonthorne  
Collaborator  
info@nracolab.com

Suite 7  
121-123 Military Road  
Neutral Bay NSW 2089

+61 411 275 863

## HONG KONG

Duncan Fok  
Principal  
dfok@nracolab.com

+85 2 9837 3289

## ASSOCIATE OFFICES

Auckland  
Muscat  
Shenzhen  
Townsville

[www.nracolab.design](http://www.nracolab.design)

*extraordinary energy . real passion . amazing architecture*

The NRA Collaborative Pty Ltd  
ABN 62 323 175 502 ACN 010 011 720



## APPENDIX 3

Flood Risk Management Report prepared by  
Molino Stewart

16 June 2018

Mr Matt McCoy  
Australian Arms Unit Trust  
15 Keiran Street  
BONDI JUNCTION NSW 2022

Dear Matt,

**Re: 351 High Street Penrith Planning Proposal – Flood Risk Management**

Thank you for inviting me to review flood risks and their management associated with your planning proposal for 351 High Street and 18 Lawson St Penrith. This letter sets out my opinion of flood risks for the site and how they can be managed.

My opinion is based on information I have obtained from:

- Penrith City Council's letter of 18 January 2018
- Lyall and Associate's Flood Advice Report dated 29 April 2018
- Advisian's Draft Nepean River Flood Study dated 16 August 2017
- Two separate Nepean River flood modelling outputs I have access to for work I have done for Infrastructure NSW and Penrith Lakes Development Corporation
- Flood modelling of overland flows for Penrith CBD which I have access to for which I am doing for Penrith City Council

**Council's Requirements**

Council's letter states:

*"While the site is neither affected by overland flow nor mainstream flooding for all storm events up to and including the 100 ARI storm, it is however affected by the Probable Maximum Flood."*

It goes on to state

*"Any proposed increase in development within the PMF extent of the Hawkesbury Nepean Valley must be considered in the context of local and regional flood risk and evacuation in a flood scenario."*

*In this regard, a flood evacuation strategy is to be prepared, The strategy must be able to demonstrate how the site can be designed to enable evacuation under any flood scenario, including the potential flooding of any underground car parks, flood evacuation routes and consideration of applicable regional and local flood emergency plans in consultation with the NSW State Emergency Service."*

**Nepean River Flooding**

With regards to Nepean River flooding, the site is outside of the reach of the PMF. As stated in the Lyall and Associates Report:

*"...the subject site is located on land which lies at or above RL 33.0 m AHD, which is a minimum of about 1.9 m above the peak PMF level of RL 31.13 m AHD."*

A check of the digital terrain models we have access to confirm the elevation of the site as stated above.

The following figure is an extract from the map in the Lyall and Associates report showing the site in relation to their estimate of the PMF flood extent.



The next image is an extract from Map 007 A of the Draft Nepean River Flood Study showing the provisional hazard in the PMF. I have added the red ellipse to highlight the site location.



Both of the above maps show that the site is well above the reach of the Nepean River PMF. I have double checked this observation against the outputs of the WMAWater Rubicon model and the Water Technology TUFLOW model of the Nepean River PMF and they too show the site above the reach of the PMF.

Furthermore, access to the site from both Lawson St and High St is available during the Nepean River PMF.

### Local Flooding

The Lyall and Associates report includes some modelling of local overland flows in the vicinity of the site. It assesses that the 1% AEP flows will mostly be conveyed within High St and Lawson St. This is consistent with the overland flow model which I have access to for



the work Molino Stewart is undertaking for Penrith City Council in the Penrith CBD. That same model also suggests that the site would not be directly adversely affected by overland flows caused by probable maximum precipitation although there would be hazardous flows in High St and Lawson St.

### **Flood Risk Management**

In light of the above flood information and the minimal direct impacts of flooding on the site, it would not be necessary to evacuate the site during any flood event on the Nepean River. Therefore, there is no requirement for the site to have a flood evacuation plan for such an event nor does its integration with regional flood evacuation planning need to be considered.

With regards to overland flows, the available modelling suggests that while there will likely be significant flows in the surrounding streets during extreme rainfall events, entry of floodwaters onto the site is unlikely. If this is a concern, then appropriate development controls can be imposed upon the development to ensure that ground floor and basement car parks are not exposed to unacceptable flooding. These would be able to be satisfied through standard building designs.

During intense local storms, it will be much safer to stay within the building rather than evacuate into flooding streets. Given that such flooding is likely to occur with minimal warning, will intensify very quickly but be of less than a couple of hours duration I would advocate sheltering within the building as being a more appropriate flood response strategy for this location than evacuation.

### **Conclusion**

Given that the site is not directly affected by Nepean River flooding and only isolated for short durations by overland flows, it is my opinion that no flood evacuation strategies need to be developed for the site and that the minor flood risks from overland flows can be managed through standard development controls.

Yours faithfully

For Molino Stewart Pty Ltd



Steven Molino

Principal

Y:\Jobs\2018\1057 Australian Arms Hotel - Penrith\Reports\Final\1057 Australian Arms Hotel Flood Risk Management Letter.docx

## **MOLINO STEWART TERMS OF ENGAGEMENT**

The general terms and conditions set out below apply to all commissions undertaken by Molino Stewart Pty Ltd (hereafter Molino Stewart).

### **1.0 Role of Molino Stewart**

- 1.1 Molino Stewart will act in all professional matters as a faithful advisor to their client. Molino Stewart will exercise all reasonable skill and care in the provision of its professional services.
- 1.2 If Molino Stewart becomes aware of any matter which will change or which has changed the scope of services to be provided or the anticipated time period for the provision of those services, Molino Stewart will notify the client of this within a reasonable time of the subject circumstances changing.
- 1.3 Molino Stewart will exercise normal reasonable care regarding the services provided by sub-consultants retained on behalf of a client, but the sub-consultant will remain ultimately responsible for the services it provides.

### **2.0 Role of the Client**

- 2.1 A client shall make available to Molino Stewart, as soon as practical after a commission has been awarded, all information, documents, maps and other particulars relevant to the subject commission.
- 2.2 A client shall nominate a person or persons as their representatives and give written notice of the names of the person/s so appointed. A client will agree that the nominated persons has authority to act on its behalf for all purposes regarding a commission. Molino Stewart will not be obliged to accept or respond to instructions given by any person other than the nominated person/s.
- 2.3 A client shall cooperate with Molino Stewart in all reasonable ways regarding the conduct of a commission being undertaken on its behalf.

### **3.0 Scope of a Commission**

- 3.1 The scope of a commission shall be defined by the task or matters given in Molino Stewart's proposal submitted in response to a client's brief. Such a proposal may be amended following consultation with a client, in which case the scope of a commission shall then be Molino Stewart's

proposal as modified by any amendments confirmed in writing to a client.

- 3.2 The number of reports, maps, photographs, displays, brochures and the standard of production of these shall be as specified in the client's brief and Molino Stewart's proposal. Where there is any inconsistency between the two documents regarding the materials to be provided as a part of a commission, then the description or itemisation of materials to be provided given in Molino Stewart's proposal will be deemed to be the scope of a commission.

### **4.0 Copyright**

- 4.1 Molino Stewart shall retain ownership of the copyright to all reports, drawings, designs, displays and other work produced by Molino Stewart during the course of fulfilling a commission. The client shall have a licence to use such documents and materials for the purpose of the subject commission.
- 4.2 Molino Stewart may agree to assign copyright if this is required by a client or if such a requirement is implicit in a client's brief and such a request is agreed upon in a proposal submitted by Molino Stewart in response to the subject client's brief.

### **5.0 Payment for Services**

- 5.1 In return for the provision of services specified in a proposal submitted by Molino Stewart, whether provided in stages or wholly, a client agrees to pay Molino Stewart the fees and expenses claimed in invoices submitted for the conduct of a commission, in accordance with that proposal, within 28 days.
- 5.2 A client agrees that if it fails to pay all monies claimed in an invoice within 28 days, that Molino Stewart will be entitled to additional payment on the monies outstanding due to payment of interest on the monies at the annual rate of 2% above the current maximum overdraft set by the Reserve Bank plus administrative and legal costs in processing and recovering unpaid accounts. Such interest shall be calculated from the due date for payment as specified in the subject invoice.
- 5.3 The fee rates quoted in any Molino Stewart proposal are based on salary levels prevailing at the date of the proposal and are subject to

variation in accordance with income variations applying generally in Australia and/or to particular classifications of staff after that date.

5.4 Molino Stewart will apply higher fee rates for work in courts, tribunals or commissions of inquiry. A 50% increase in our normal fee rates for professional staff will apply for time spent in court or at inquiries and for meetings with lawyers relating to a court hearing or an inquiry.

5.5 Molino Stewart may terminate a commission previously awarded to it, if Molino Stewart desires to adopt such a course, because of a breach of any of the clauses contained in these conditions of engagement or if completion of the commission is not feasible due to changes of circumstances. If such a termination were to occur a client agrees to meet all reasonable expenses up to the date of the dispatch by Molino Stewart of the notice of termination.

#### 6.0 Termination of Services

6.1 A client may terminate a commission previously awarded to Molino Stewart provided notice of such termination is given in writing and a client agrees to meet all expenses incurred up to the date of receipt of the subject notice by Molino Stewart.

#### 7.0 Molino Stewart's Staff

7.1 It is a condition on which Molino Stewart undertakes to provide services that a client will not, without Molino Stewart's prior consent in writing, offer to employ any Molino Stewart employee who is engaged in the conduct of a commission for the subject client in the conduct of a commission for the subject client for a period of one year after the employee has completed his or her assignment to the subject commission.

#### 8.0 Settlement of Disputes

8.1 In the event of a client and Molino Stewart being unable to resolve a dispute it shall be referred by both parties to a neutral mediator to attempt to secure a negotiated settlement. Should such a settlement not be forthcoming, the matter can then be taken up by legal representatives.

#### 9.0 Limitation of Liability

9.1 Molino Stewart will act in all professional matters as a faithful advisor to their client whose interests shall be watched with skill and care. Molino Stewart shall only be liable to their client for the consequences of any negligent act, omission or statement on their part or on the part of their

employees and then only to the extent and subject to the limitations referred to Clauses 9.2.

9.2 The loss and damage for which Molino Stewart is so liable and the recompense to be made by Molino Stewart to a client for such liability stated in Clause 9.1, shall be limited to the limit of Molino Stewart's Professional Indemnity cover in respect of any single act, omission or statement, unless otherwise specified in Molino Stewart's proposal.

9.3 The liability of Molino Stewart shall cover only direct loss or damage in respect of works or other matters arising directly from within the scope of their commission, and then only to the maximum monetary limit provided by Clause 9.1. All references herein to loss or damage shall be deemed to exclude loss or damage sustained or sustainable by some third party and in respect of which, as between the client and the third party, the client is liable and responsible, whether by statute, contract, tort or otherwise.

9.4 The liability of Molino Stewart to a client shall expire twelve months from the issue of the last account of the project, unless in the meantime a client has made claim in writing upon Molino Stewart, specifying a negligent act, omission or statement said to have caused an alleged loss or damage sustained or sustainable.

9.5 Notwithstanding Clauses 9.1 to 9.4 Molino Stewart shall not be liable for any loss or damage sustained or sustainable by a client in relation to:

- (a) Errors occurring in plans, designs or specifications not designed or prepared by Molino Stewart.
- (b) Errors occurring in the course of construction work which are not the responsibility of Molino Stewart.
- (c) The use of any additional or similar works of drawings, documents or other information or advice without the approval of Molino Stewart.
- (d) Services provided by a sub-consultant of Molino Stewart.

9.6 A client shall indemnify Molino Stewart for all loss or damage sustained or sustainable by Molino Stewart as a result of any breach of contract or negligent act, omission or statement on the part of the client or on the part of his agents or employees.



## ***ACCEPTANCE OF QUOTATION***

I

\_\_\_\_\_  
[Full Name]

of

\_\_\_\_\_  
[Organisation Name]

agree to engage Molino Stewart in accordance with the attached fee proposal/quotation dated 16 June 2018 and Molino Stewart's Terms of Engagement. I will also be responsible for ensuring timely payment of invoices.

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

### **Contact Details for Invoicing**

Organisation Name: \_\_\_\_\_

ABN: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Contact Phone Number: \_\_\_\_\_

Postal Address for Invoicing: \_\_\_\_\_

Email Address for Invoicing: \_\_\_\_\_

BSB: 062 223

Please make direct payments to:

Account No: 10179353

Please quote invoice number

## APPENDIX 4

Transport & Parking Assessment report

prepared by The Transport Planning Partnership



# Australian Arms Hotel, Penrith Transport and Parking Assessment

Prepared for:  
Australian Arms Unit Trust

1 May 2018

The Transport Planning Partnership

E: [info@tpp.net.au](mailto:info@tpp.net.au)



# Australian Arms Hotel, Penrith

## Transport and Parking Assessment

Client: Australian Arms Unit Trust

Version: Draft 02

Date: 1 May 2018

TPPP Reference: 18054

### Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
Draft 01	13/4/2018	Aston Pui Doris Lee	Doris Lee	Ken Hollyoak	
Draft 02	1/5/2018	Doris Lee	Ken Hollyoak	Ken Hollyoak	

---

## Table of Contents

1	Introduction .....	4
2	Existing Transport Conditions .....	5
2.1	Site Location .....	5
2.2	Existing Site .....	5
2.3	Road Network.....	6
2.4	Current Land Use .....	6
2.5	Existing Background Traffic .....	7
2.6	Existing Parking Facilities .....	8
2.6.1	Parking Supply .....	10
2.6.2	Parking Demand .....	11
2.7	Public Transport Facilities.....	21
2.8	Pedestrian and Cyclist Facilities.....	22
2.9	Future Developments.....	23
3	Proposed Redevelopment .....	24
3.1	Proposed Design.....	24
3.2	Shared Zone in Lawson Lane.....	26
3.3	Access to Hotel Car Park and Adjacent Private Car Parks.....	27
3.4	Drop Off Zone .....	28
3.5	Loading Zone.....	29
3.6	Loading Bay .....	29
3.7	Pedestrian Access .....	29
4	Parking Assessment .....	30
4.1	Parking Provision.....	30
4.1.1	DCP Parking Requirements.....	30
4.1.2	Reduced Parking Demand.....	31
4.1.3	Adequacy of Parking Supply .....	32
4.1.4	Minimisation of Parking Demands .....	33
4.1.5	Accessible Parking.....	33
4.1.6	Bicycle Parking Requirements.....	34
4.1.7	Motorcycle Parking .....	34
4.2	Parking Layout .....	34
5	Traffic Analysis .....	35
5.1	Future Background Traffic.....	35
5.2	Traffic Generation.....	36

5.2.1	Hotel .....	36
5.2.2	Conference Centre.....	37
5.2.3	Restaurant .....	37
5.2.4	Pub.....	37
5.2.5	Total Traffic Generation .....	38
5.3	Traffic Distribution.....	39
5.4	Future Traffic Volumes.....	39
5.5	Intersection Capacity Assessment .....	40
5.5.1	Model Performance Indicators.....	41
5.5.2	Intersection Operational Conditions.....	41
6	Conclusions.....	43

## Tables

Table 2.1:	Parking Supply in the vicinity of the Site.....	10
Table 2.2:	Existing Public Transport Services and Frequencies.....	21
Table 4.1:	Parking Requirement based on DCP Rates .....	30
Table 4.2:	Reduced Parking Demand .....	32
Table 4.3:	Bicycle Parking Requirement .....	34
Table 5.1:	STM Traffic Flow and Growth.....	35
Table 5.2:	STM Household and Employment Forecasts .....	35
Table 5.3:	Traffic Generation Summary .....	38
Table 5.4:	Traffic Distribution .....	39
Table 5.5:	Level of Service Criteria for Intersections.....	41
Table 5.6:	Operating Conditions.....	42

## Figures

Figure 2.1:	Site Location and its Surrounding Environs .....	5
Figure 2.2:	Existing Land Use.....	7
Figure 2.3:	Existing Traffic Volumes (2018) .....	8
Figure 2.4:	Extent of the Parking Demand Survey .....	9
Figure 2.5:	Overall Survey Area – Parking Occupancy (Thursday) .....	12
Figure 2.6:	High Street – Parking Supply vs Demand (Thursday) .....	13
Figure 2.7:	Lawson Street – Parking Supply vs Demand (Thursday) .....	13



Figure 2.8:	Castlereagh Street – Parking Supply vs Demand (Thursday) .....	14
Figure 2.9:	Henry Street – Parking Supply vs Demand (Thursday) .....	14
Figure 2.10:	Edwards Place Off-Street Car Park – Parking Supply vs Demand (Thursday) .....	15
Figure 2.11:	Allen Place Off-Street Car Park – Parking Supply vs Demand (Thursday) .....	15
Figure 2.12:	Soper Place Off-Street Car Park – Parking Supply vs Demand (Thursday) .....	16
Figure 2.13:	Overall Survey Area – Parking Occupancy (Saturday) .....	17
Figure 2.14:	High Street – Parking Supply vs Demand (Saturday) .....	17
Figure 2.15:	Lawson Street – Parking Supply vs Demand (Saturday) .....	18
Figure 2.16:	Castlereagh Street – Parking Supply vs Demand (Saturday) .....	18
Figure 2.17:	Henry Street – Parking Supply vs Demand (Saturday) .....	19
Figure 2.18:	Edwards Place Off-Street Car Park – Parking Supply vs Demand (Saturday) .....	19
Figure 2.19:	Allen Place Off-Street Car Park – Parking Supply vs Demand (Saturday) .....	20
Figure 2.20:	Soper Place Off-Street Car Parking – Parking Supply vs Demand (Saturday) .....	20
Figure 2.21:	Site Proximity to Existing Public Transport Services .....	22
Figure 2.22:	Surrounding Cycleways .....	23
Figure 3.1:	Concept Design .....	24
Figure 3.2:	Proposed Floor Plan for Ground Floor and Level 1 .....	25
Figure 3.3:	Proposed Floor Plan for Level 2 to 6 .....	26
Figure 3.4:	Proposed Roundabout in Lawson Lane .....	28
Figure 5.1:	Future Traffic Volumes (2028 Without Redevelopment) .....	36
Figure 5.2:	Future Traffic Volumes (2028 with Redevelopment) .....	40

## APPENDICES

- A. INTERSECTION MOVEMENTS COUNTS SURVEY (MARCH 2018)
- B. PARKING OCCUPANCY SURVEY (MARCH 2018)
- C. STRATEGIC TRAFFIC MODEL (TRAFFIC GROWTH PER YEAR 2016-2026)
- D. SWEEP PATH ASSESSMENT

# 1 Introduction

This traffic and parking assessment report has been prepared by The Transport Planning Partnership (TPPP) on behalf of Australian Arms Unit Trust to accompany a Planning Proposal to Penrith City Council for the redevelopment of the Australian Arms Hotel located at 351 and 359 High Street, and 18 Lawson Street, Penrith.

The proposal involves the expansion of the existing pub whilst retaining the heritage character of the building. The proposed redevelopment consists of the following key features:

- Retention and upgrade of the existing pub
- Provision of a new hotel accommodation
- Provision of a new conference and function facility
- Provision of a new basement car park with approximately 62 spaces
- Provision of a 10km/h shared zone in Lawson Lane.

This report sets out an assessment of the anticipated transport impacts of the proposed development, including the following:

- existing transport conditions surrounding the site
- car parking, pedestrian and bicycle requirements
- the traffic generating characteristics of the proposed redevelopment
- suitability of the proposed access arrangements for the site
- the transport impact of the development on the surrounding road network.

In preparing this report, reference has been made to the following:

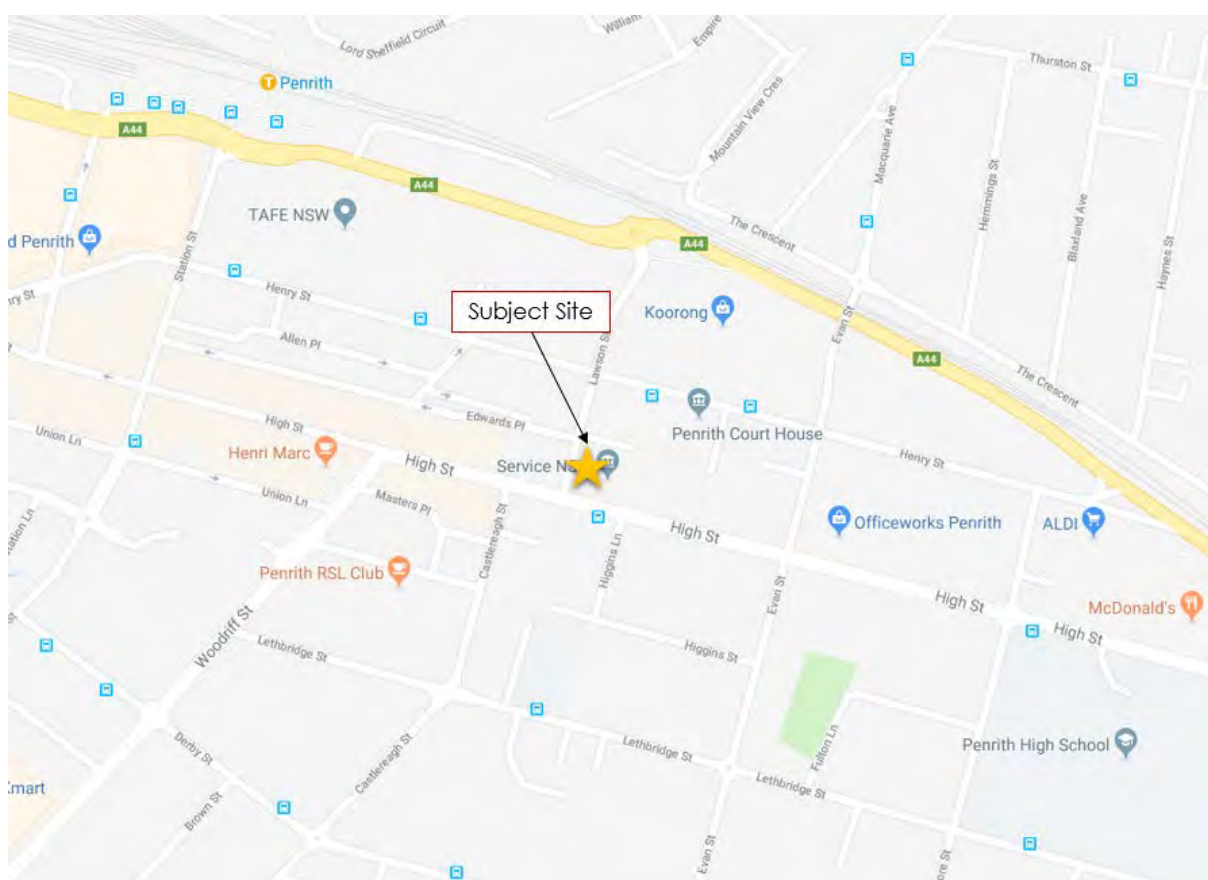
- Penrith City Council Development Control Plan (2014)
- Australian Arms Hotel Urban Design Report (The NRA Collaborative November 2017)
- Planning Proposal (Mersonn Pty Ltd September 2017)
- Roads and Maritime Services (Roads and Maritime) Technical Direction TTD 2016/001 (February 2016).

## 2 Existing Transport Conditions

### 2.1 Site Location

The subject site is located on lot parcels at 351 and 359 High Street and 18 Lawson Street, Penrith, as shown on Figure 2.1. The site is bound by High Street to the south and Lawson Street to the west, with Lawson Lane bisecting the site.

**Figure 2.1: Site Location and its Surrounding Environs**



Source: Google Maps Australia

The subject site also located within the Justice Precinct as one of the Opportunity Precincts for future developments in the Penrith city centre as part of the City Centre vision.

### 2.2 Existing Site

The existing pub is a local heritage building that provides approximately 230m<sup>2</sup> of bar and lounge area on the ground floor and 12 hotel rooms in the upper level. A covered beer garden with some 120m<sup>2</sup> of seating area is connected to the pub.



An at-grade car park is located to the rear of the pub off Lawson Lane and provides 25 spaces. Lawson Lane provides two 90° angled parking spaces on the south side of the road.

## 2.3 Road Network

**Lawson Street** is located along the western boundary of the subject site and is a local road under the jurisdiction of Penrith City Council. It runs from north to south connecting North Street, Henry Street and High Street. It has one traffic lane in each direction with restricted parking lanes on both sides of the road between High Street and Henry Street.

Lawson Street is a 40km/h high pedestrian activity area between south of Lawson Lane and High Street. A Loading zone (14m long) is currently available on the east side of Lawson Street just outside the subject site.

**High Street** is located along the southern boundary of the subject site and runs through the Penrith city centre as the continuation of the Great Western Highway (State Highway 5). High Street generally has one travel lane in each direction with restricted kerbside parking on both sides of the road but is a one-way road westbound between Station Street and Henry Street.

High Street is a 40km/h high pedestrian activity area and has a three tonnes load restriction through the Penrith city centre.

**Henry Street** is a two-way road that stretches between Great Western Highway and High Street in an east to west direction. The road has one traffic lane in each direction with a combination of unrestricted and restricted kerb side parking on both sides of the road.

**Lawson Lane** is a two-way laneway providing access to the rear car park of the Australian arms hotel and two other car parks of the neighbouring properties. All turning movements are permitted at its intersection with Lawson Street.

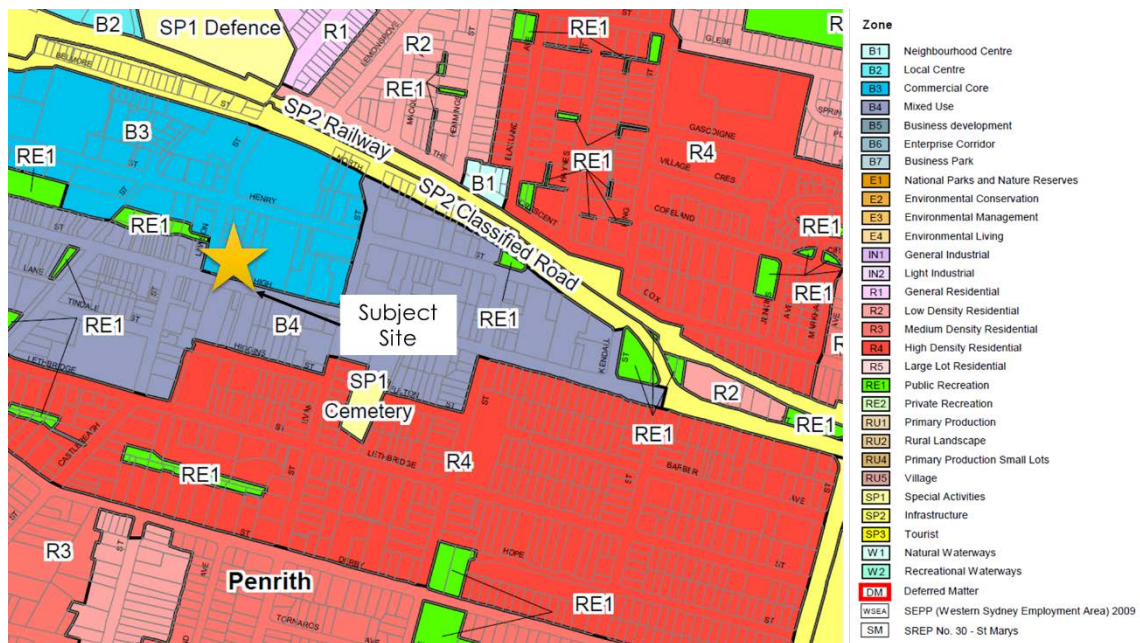
## 2.4 Current Land Use

The subject site is situated at 351 and 359 High Street and 18 Lawson Street within a B3 Commercial Core zone. A B3 Commercial Core zone is defined as an area that provides a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.

The permitted use of the B3 Commercial Core zone includes hotel or motel accommodation, function centres, entertainment facilities and car parks.

The surrounding land uses as shown in Figure 2.2 include a retail strip along High Street which is located within the B3 Commercial Core zone and a B4 Mixed Use zone. A RE1 Public Recreation zone is located to the west of the subject site in Edwards Place as a short-term car park.

Figure 2.2: Existing Land Use



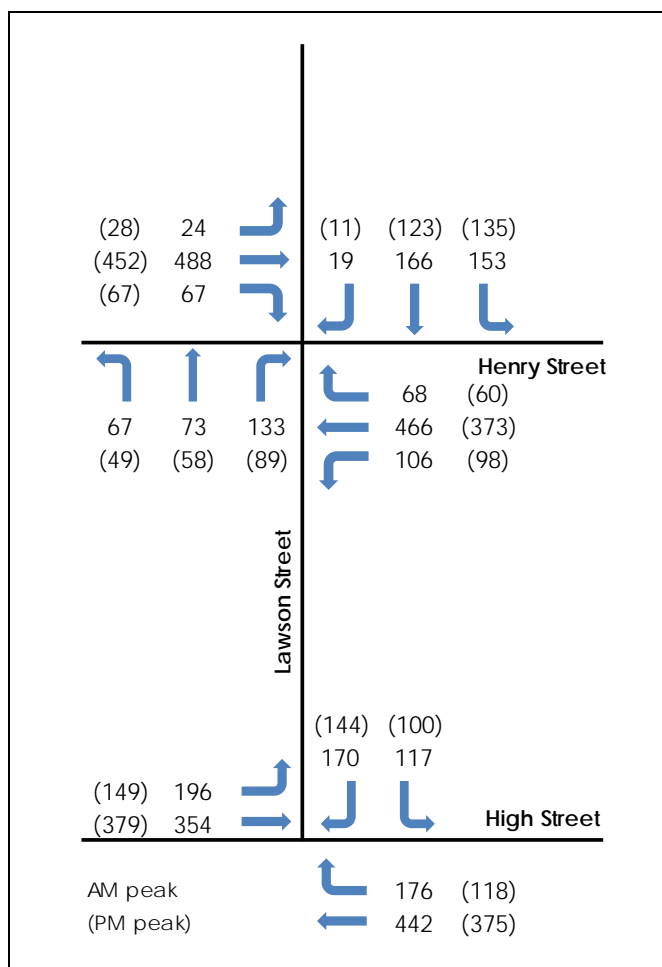
Source: Penrith City Council

## 2.5 Existing Background Traffic

TTPP commissioned a turning movement survey to record traffic volumes at the intersection of Henry Street with Lawson Street and the intersection of High Street with Lawson Street during the PM peak period on Thursday 15 March 2018 and during the AM peak period on Thursday 22 March 2018.

Figure 2.3 shows the existing peak hour traffic (mph) at these intersections. Survey data is shown in Appendix A.

Figure 2.3: Existing Traffic Volumes (2018)



Note: AM peak hour (7.45am-8.45am) and PM peak hour (4.30pm-5.30pm)

## 2.6 Existing Parking Facilities

In response to the Penrith DCP requirement, the on-site car park is not required to fully accommodate the likely parking demand associated the development. The DCP allows a maximum of 60% of the total number of commercial parking spaces required by the development to be provided on-site. Refer to Section 4.1 for further details.

On this basis, the proposed redevelopment would not fully accommodate the parking demand within the proposed basement car park and would most likely generate some demands on the surrounding streets and off-street public car parks.

A parking demand survey was undertaken in the vicinity of the site in order to appreciate the impacts of the parking demand associated with the operation of the proposed development. The parking demand survey was carried out during the following periods:

- Between 7am and 5pm on Thursday 15 March 2018 and between 5pm and 9pm on Thursday 22 March 2018



- Between 7am and 5pm on Saturday 17 March 2018 and between 5pm and 9pm on Saturday 24 March 2018.

Survey data is shown in Appendix B.

The survey locations recorded 911 spaces on both sides of the following streets and off-street public car parks, including the disabled parking, loading zone and reserved/authorised parking (refer to Figure 2.4):

- High Street (119 spaces)
- Lawson Street (9 spaces)
- Castlereagh Street (45 spaces)
- Henry Street (93 spaces)
- Edwards Place off-street public car park (84 spaces)
- Allen Place off-street public car park (210 spaces)
- Soper Place off-street public car park (351 spaces).

**Figure 2.4: Extent of the Parking Demand Survey**



Basemap source: Google Maps Australia

The objective of the parking demand survey was to determine the occupancy of each parking space.

## 2.6.1 Parking Supply

Table 2.1 provides a summary of the parking supply at the surveyed roads and off-street public car parks, excluding a total of 16 spaces that are designated for disabled parking, loading zone and reserved/authorised parking. Thus, the total parking supply is 895 spaces within the survey area.

**Table 2.1: Parking Supply in the vicinity of the Site**

Parking Location	Sub-Area	Untimed	Timed-15 minutes	Timed-Half Hour	Timed-1 Hour	Timed-2 Hours	Timed-3 Hours	Total
High Street	Station Street opposite of Woodriff Street	0	0	29	0	0	0	29
	Opposite of Woodriff Street to Lawson Street	0	5	10	0	0	0	15
	Lawson Street to Evans Street	7	0	12	0	0	0	19
	Evans Street to Higgins Lane	0	4	0	11	0	0	15
	Higgins Lane to Castlereagh Street	0	0	5	0	0	0	5
	Castlereagh Street to Woodriff Street	0	0	12	0	0	0	12
	Woodriff Street to Station Street	0	0	24	0	0	0	24
Lawson Street	Henry Street to Lawson Lane	0	0	0	2	0	0	2
	High Street to Edwards Place	0	0	0	4	0	0	4
	Edwards Place to Henry Street	0	0	0	3	0	0	3
Castlereagh Street	Lethbridge Street Round About to Tindale Street	0	0	13	0	0	0	13
	Tindale Street to Masters Place Car Park	0	0	2	0	0	0	2
	Masters Place Car Park to High Street	0	0	6	0	0	0	6
	High Street to John Cram Place	0	0	3	0	0	0	3
	John Cram Place to Lethbridge Street roundabout	0	0	5	16	0	0	21
Henry Street	Station Street to Woodriff Street	0	0	0	19	0	0	19

Parking Location	Sub-Area	Untimed	Timed-15 minutes	Timed-Half Hour	Timed-1 Hour	Timed-2 Hours	Timed-3 Hours	Total
	Woodriff Street to Lawson Street	0	0	0	13	0	0	13
	Lawson Street to Evans Street	0	0	0	12	0	0	12
	Evans Street to Lawson Street	11	0	0		0	0	11
	Lawson Street to Woodriff Street	0	0	0	11	0	0	11
	Woodriff Street to Gaymark Lane	2	0	0	21	0	0	23
	Gaymark Lane to Station Street	0	0	0	4	0	0	4
Edwards Place off-street public car park	-	0	0	0	0	82	0	82
Allen Place off-street public car park	-	0	0	0	41	160	0	201
Soper Place off-street public car park	-	259	0	0	0	0	87	346
<b>Total</b>		<b>279</b>	<b>9</b>	<b>121</b>	<b>157</b>	<b>242</b>	<b>87</b>	<b>895</b>

Notes:

(1) Disabled parking, loading zone and reserved/authorised parking have been excluded in the above numbers.

(2) No parking zones are in operation:

-Henry Street between Lawson Street and Evans Street (23 spaces) 3:30pm-6:30pm Monday to Friday.

-Henry Street between Woodriff Street and Gaymark Lane (2 spaces) 8:30am-6pm Monday-Friday, 8:30am-12:30pm Saturday.

-High Street between Lawson Street and Evans Street (7 spaces) 7am-6pm Monday to Friday.

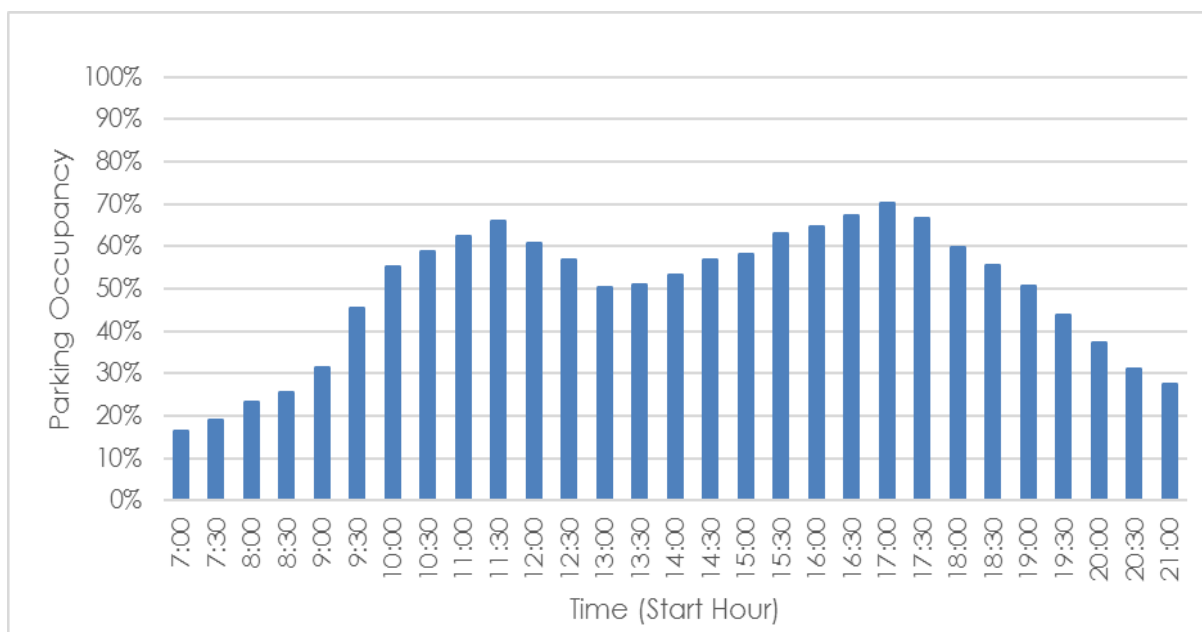
## 2.6.2 Parking Demand

### 2.6.2.1 Weekday (Thursday)

The parking demands recorded for the overall survey area on Thursday are depicted graphically on Figure 2.5.



**Figure 2.5: Overall Survey Area – Parking Occupancy (Thursday)**



The results indicate that overall the highest parking occupancy occurred at 5pm before the parking demands reduced significantly for the rest of the day. During this peak period, the parking supply was 863 spaces due to parking restrictions with some 248 spare spaces available in the survey area.

The parking demands throughout Friday for the individual parking locations are shown graphically on Figure 2.6 through to Figure 2.12.

Figure 2.6: High Street – Parking Supply vs Demand (Thursday)<sup>1</sup>

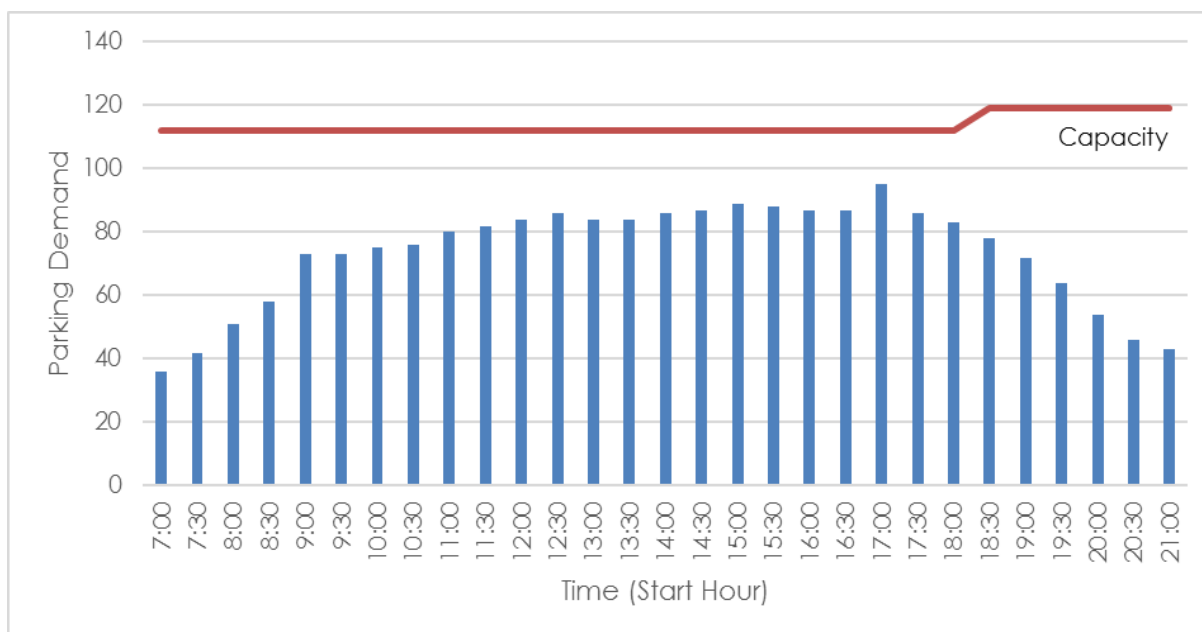
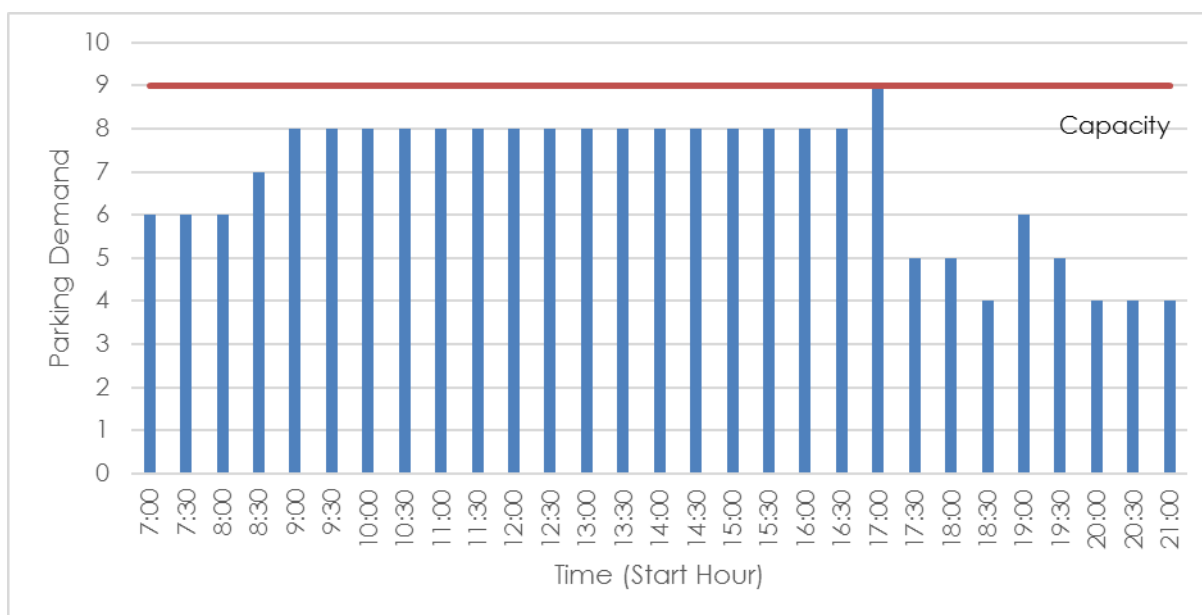


Figure 2.7: Lawson Street – Parking Supply vs Demand (Thursday)



<sup>1</sup> Parking supply reduces between 7am-6pm Monday to Friday when no parking zone is operational between Lawson Street and Evans Street.

Figure 2.8: Castlereagh Street – Parking Supply vs Demand (Thursday)

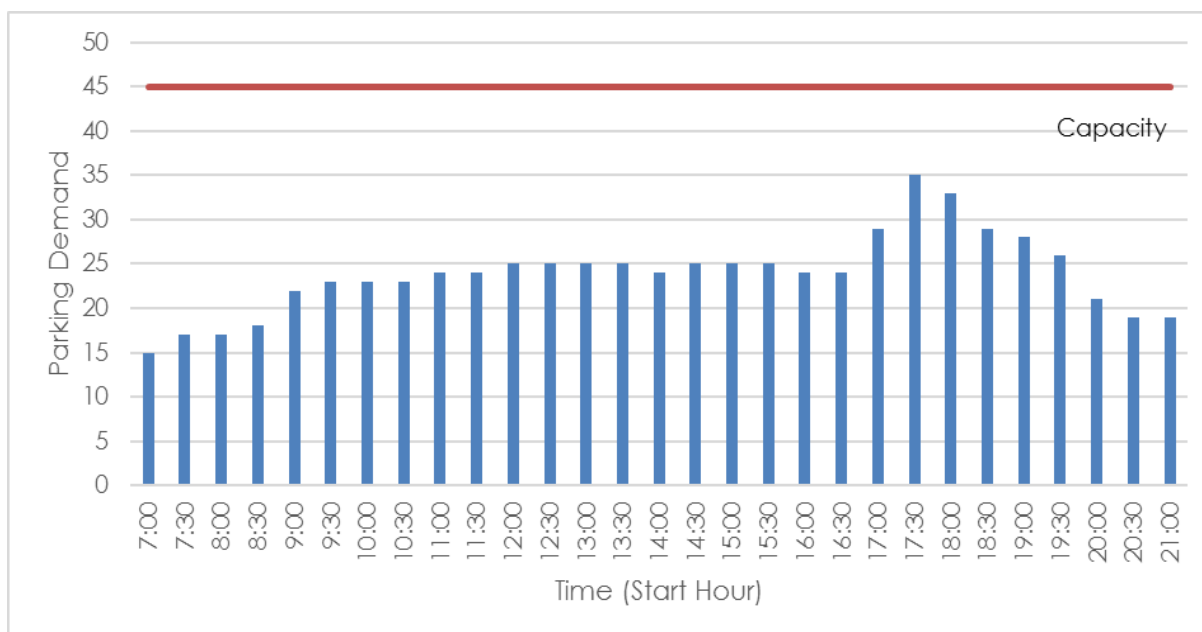
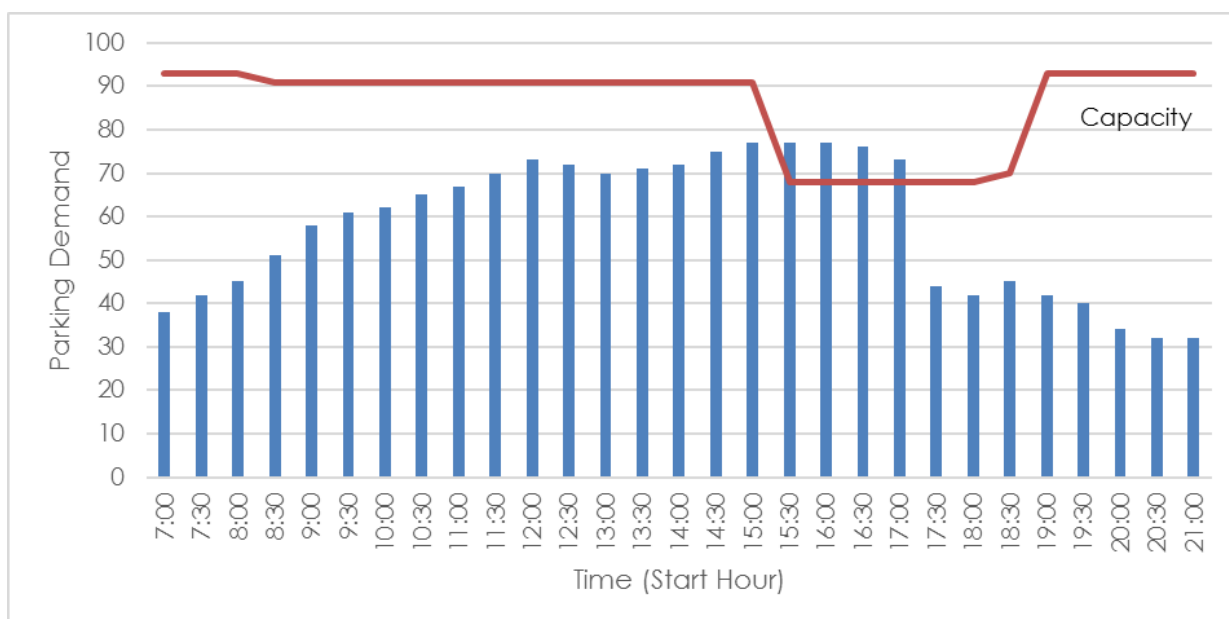


Figure 2.9: Henry Street – Parking Supply vs Demand (Thursday)<sup>2</sup>



<sup>2</sup> Parking supply reduces between 8:30am and 6pm Monday to Friday when the No Parking zone is operational in Henry Street between Woodruff Street and Gaymark Lane. Parking supply reduces between 3:30pm and 6:30pm Monday to Friday in Henry Street eastbound kerbside lane between Lawson Street and Evans Street when the No Parking zone is operational, however, there were parked vehicles in the No Parking zone during this time period.



Figure 2.10: Edwards Place Off-Street Car Park – Parking Supply vs Demand (Thursday)

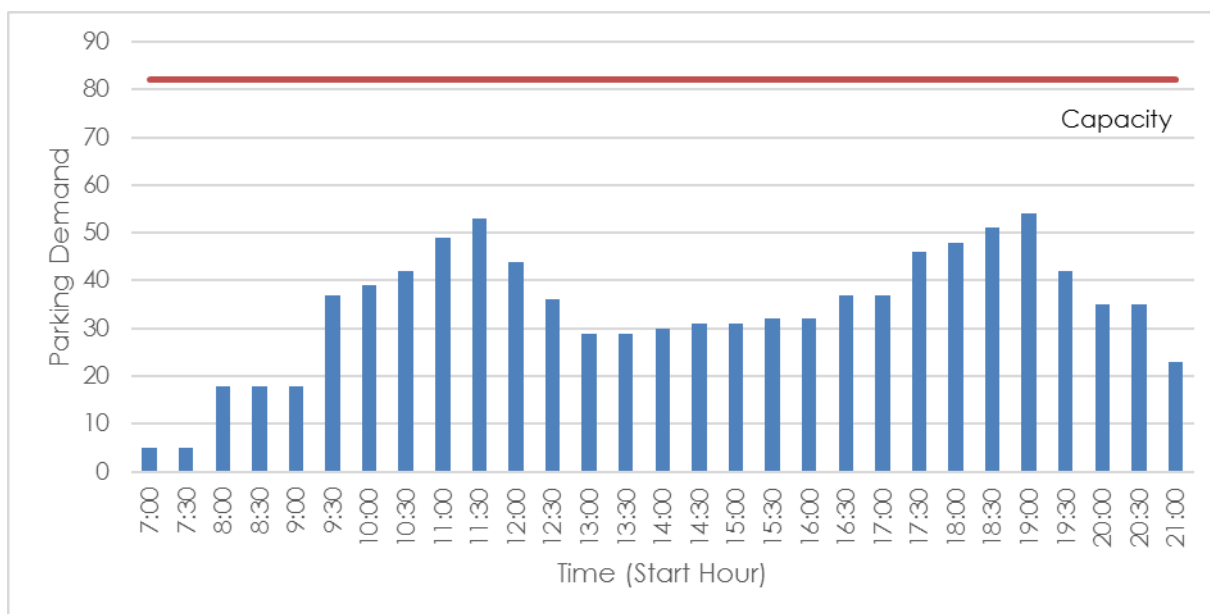
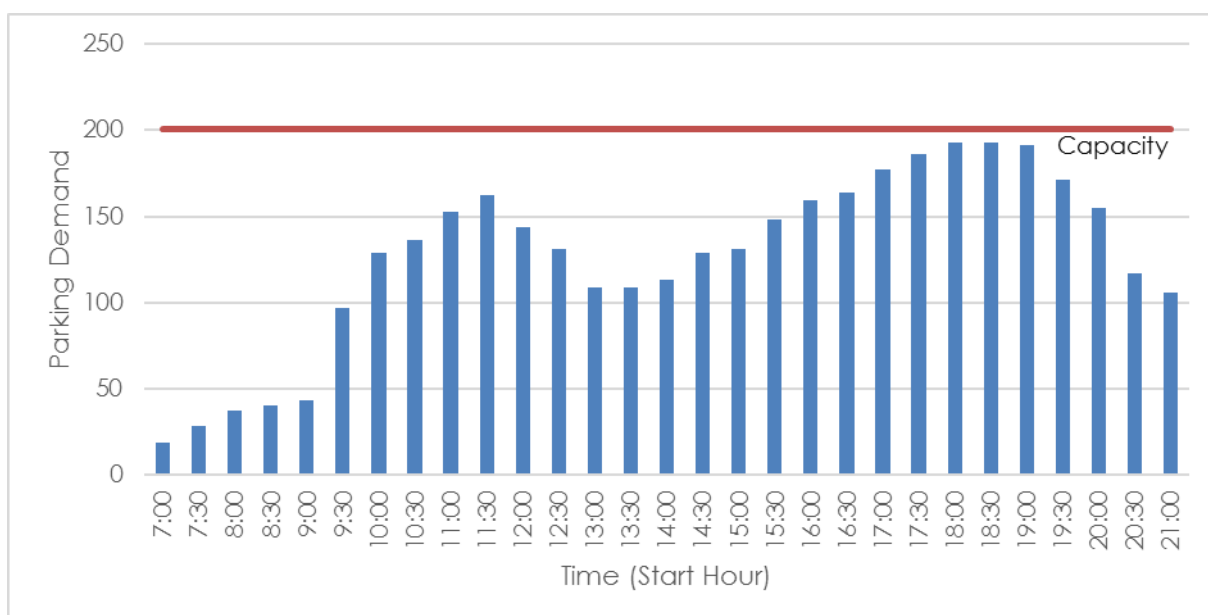
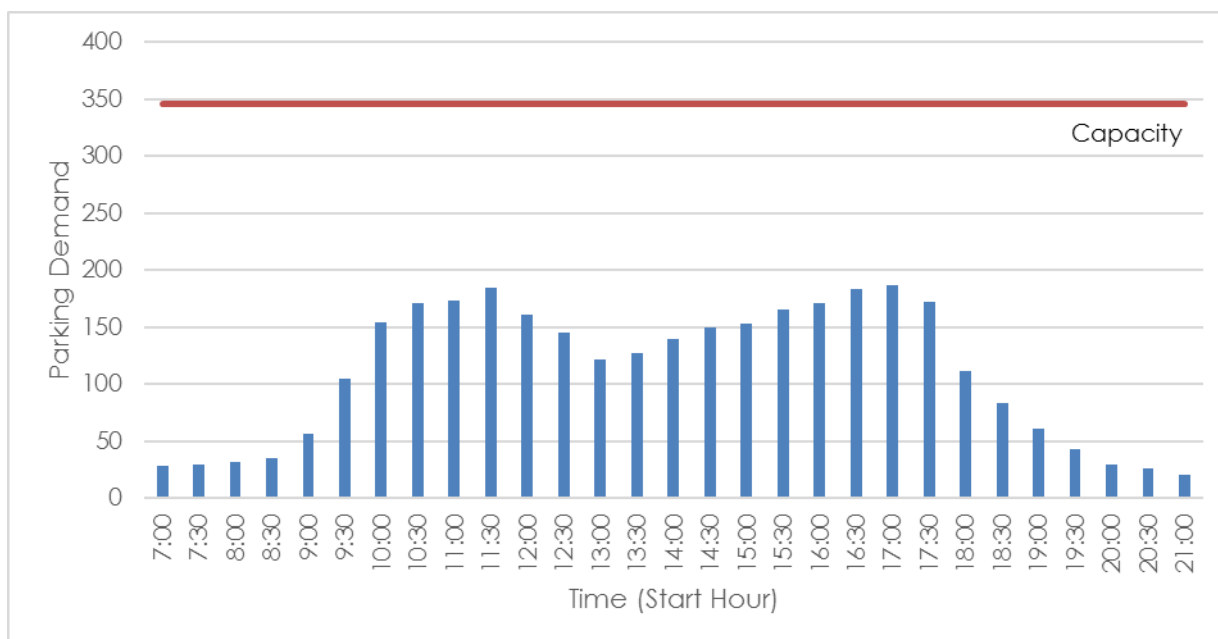


Figure 2.11: Allen Place Off-Street Car Park – Parking Supply vs Demand (Thursday)



**Figure 2.12: Soper Place Off-Street Car Park – Parking Supply vs Demand (Thursday)**



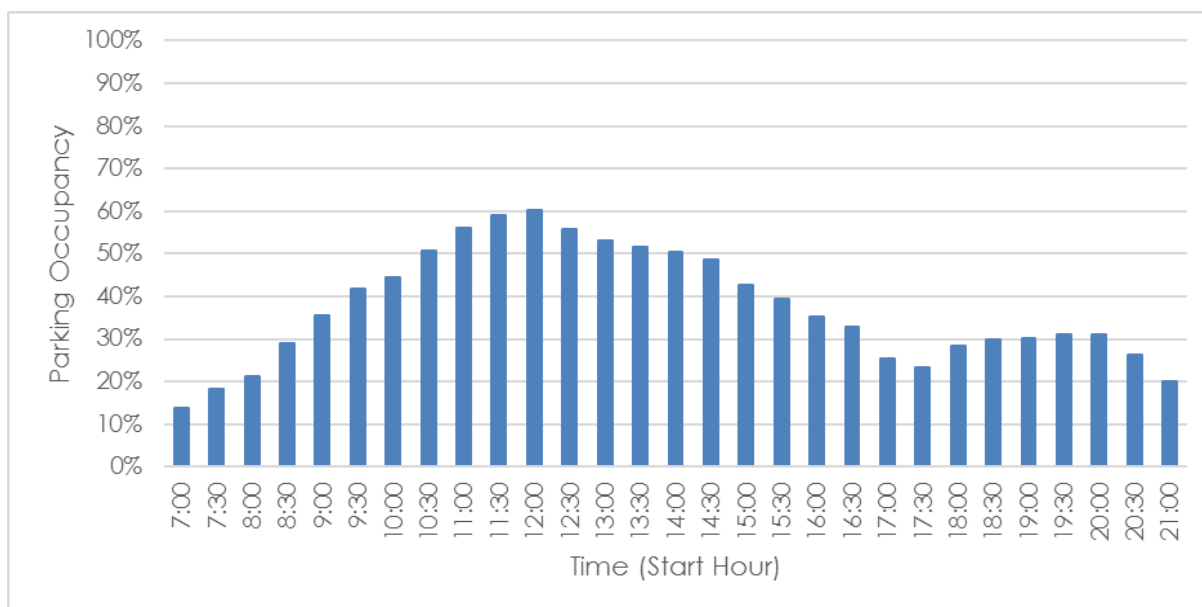
Allen Place off-street public car park experienced the highest parking demands out of the three off-street car park areas in the near vicinity of the site. While the peak parking demands were high with a peak occupancy nearing capacity at the Allen Place off-street car park, there were ample vacant parking spaces in the Edwards Place off-street car park which is located much closer to the subject site. There were even more vacant spaces in the Soper Place off-street public car park where untimed parking spaces are provided.

Parking in Henry Street was above capacity at 3:30pm due to illegal parking in the No Parking zone when it was operational between 3:30pm and 6:30pm. The highest legal parking demand on Henry Street was 85% that occurred at 3pm. Lawson Street showed the highest parking demand as the parking was at full capacity at 5pm. On average, the occupancy rate in kerbside parking varied between 17% and 71% throughout the survey period on Friday.

#### 2.6.2.2 Weekend (Saturday)

The parking demands recorded for the overall survey area on Saturday are depicted graphically in Figure 2.13.

**Figure 2.13: Overall Survey Area – Parking Occupancy (Saturday)**



The results indicate that the overall highest parking occupancy occurred at 12pm (60%) on Saturday before the parking demands reduced for the rest of the day. During this peak period, some 356 to 398 spare spaces were available in the survey area.

The parking demands through Saturday for the individual parking locations are shown graphically on Figure 2.14 to Figure 2.20.

**Figure 2.14: High Street – Parking Supply vs Demand (Saturday)**

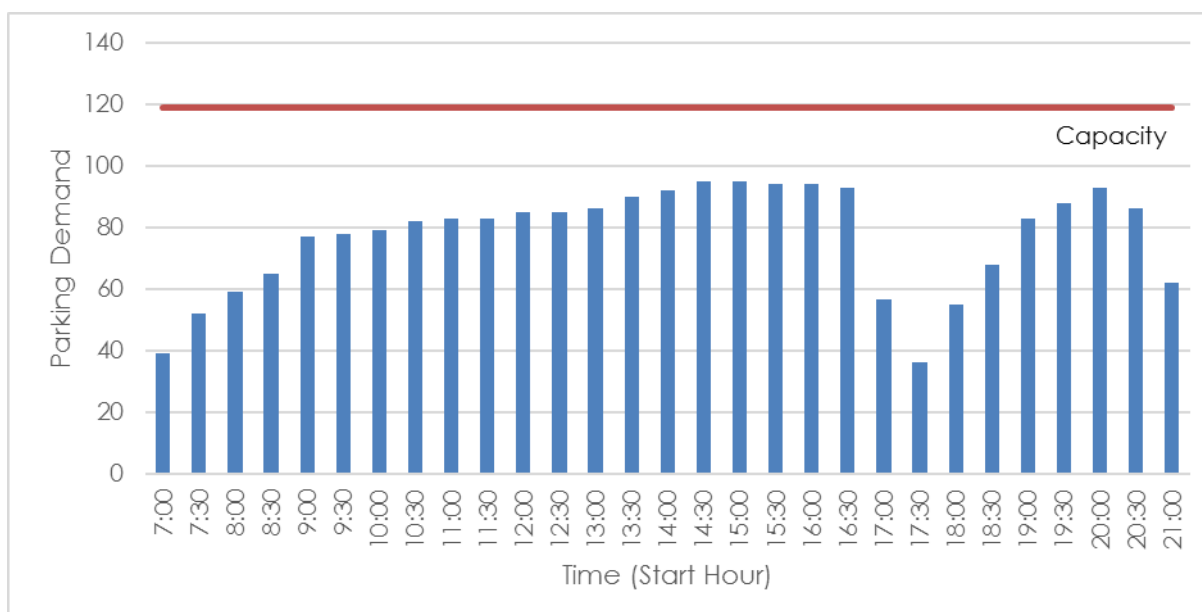


Figure 2.15: Lawson Street – Parking Supply vs Demand (Saturday)

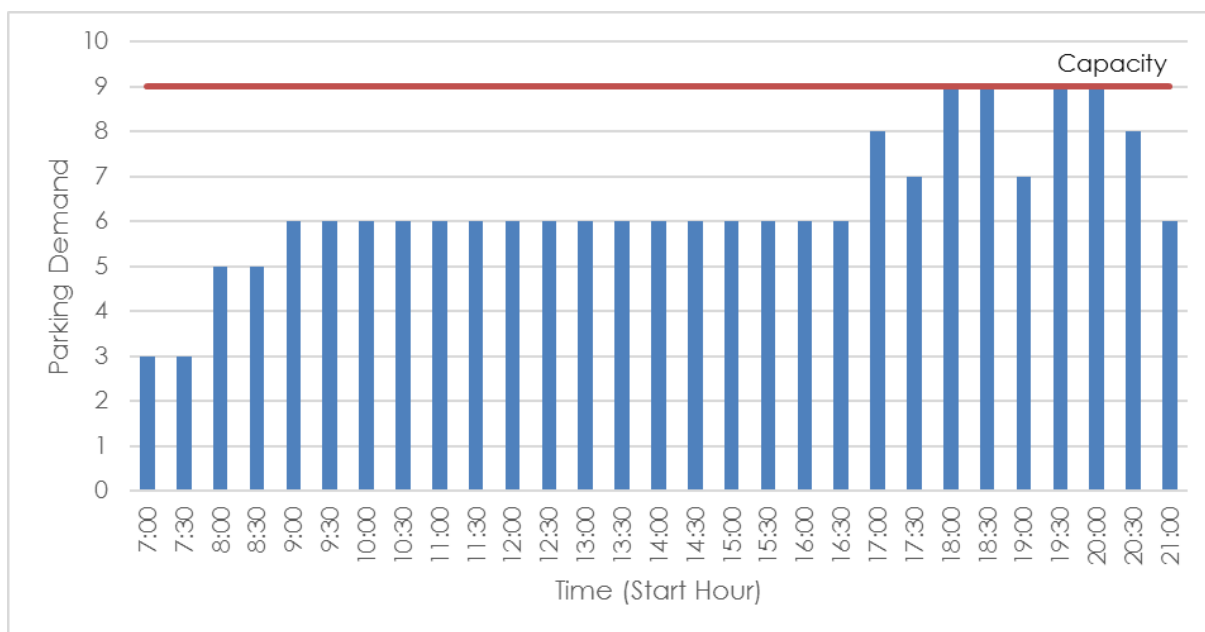


Figure 2.16: Castlereagh Street – Parking Supply vs Demand (Saturday)

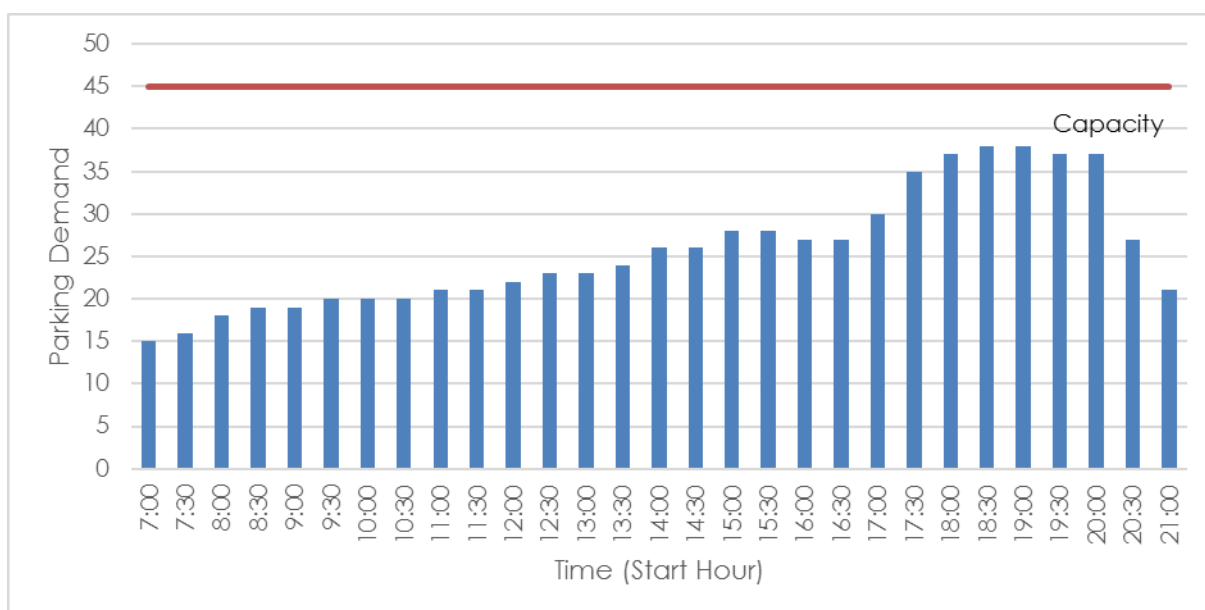




Figure 2.17: Henry Street – Parking Supply vs Demand (Saturday)<sup>3</sup>

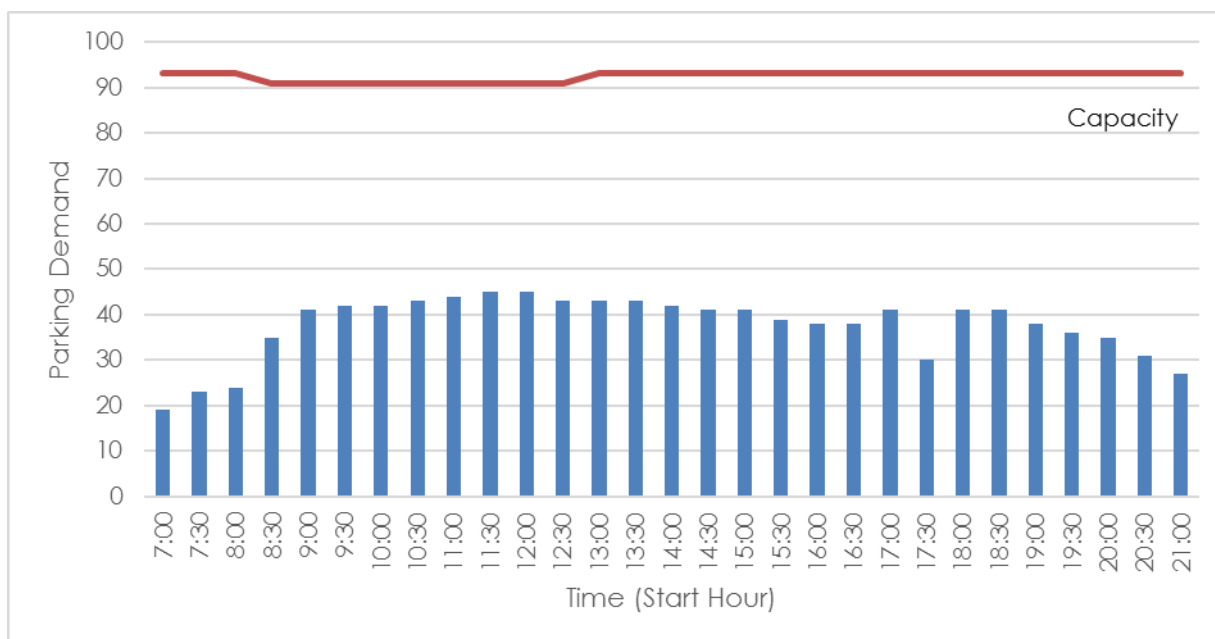
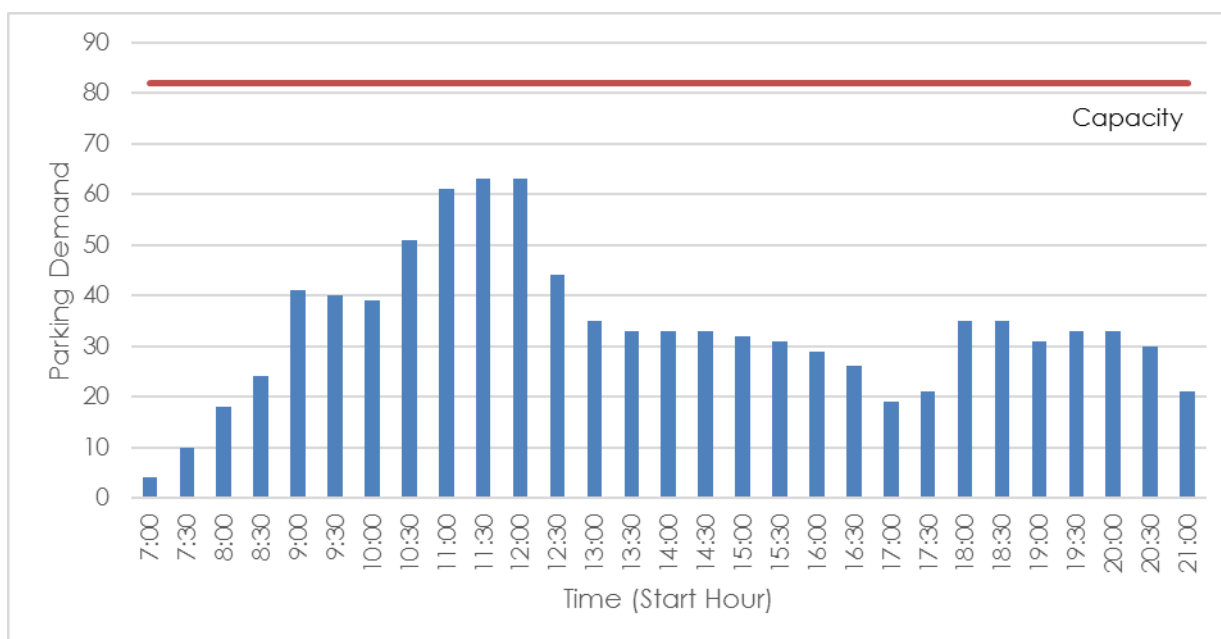
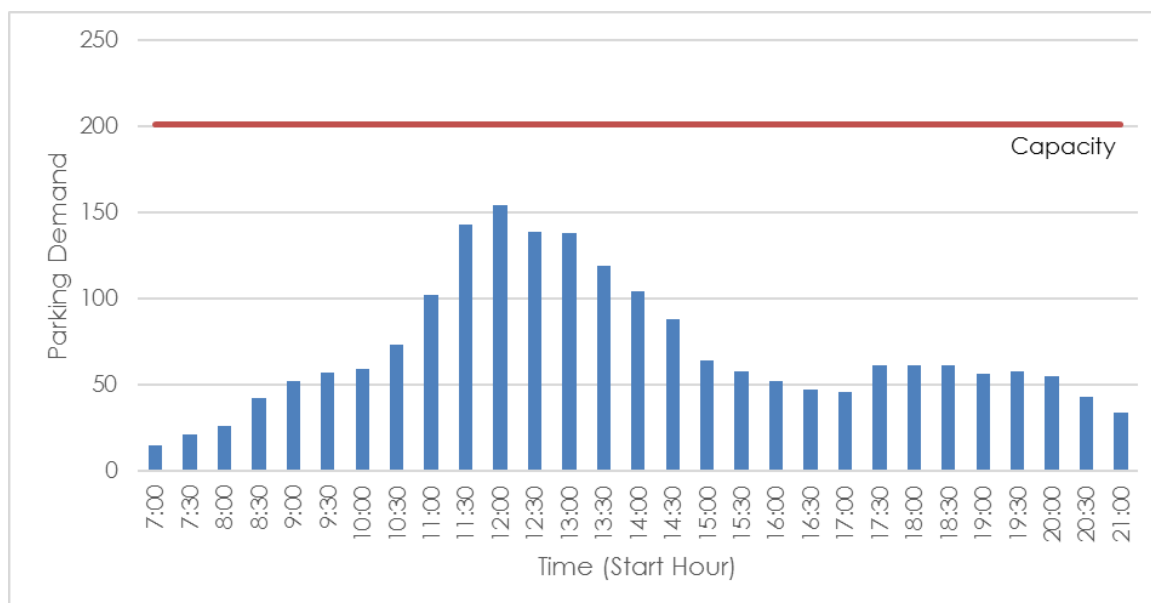


Figure 2.18: Edwards Place Off-Street Car Park – Parking Supply vs Demand (Saturday)

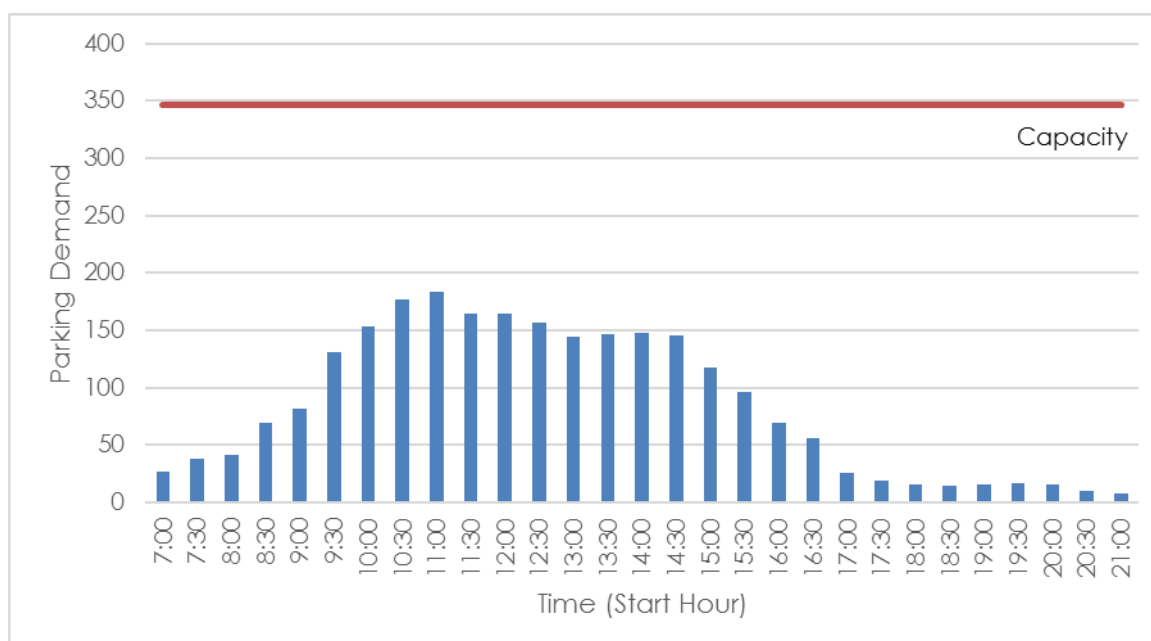


<sup>3</sup> Parking supply reduces between 8:30am and 12:30pm Saturday when the No Parking zone is in operation between Woodruff Street and Gaymark Lane.

**Figure 2.19: Allen Place Off-Street Car Park – Parking Supply vs Demand (Saturday)**



**Figure 2.20: Soper Place Off-Street Car Parking – Parking Supply vs Demand (Saturday)**



The Edward Place off-street public car park experienced the highest parking demands in the survey area. The peak parking demands for all three off-street public car parks were moderate and generally occurred between 11am and 12pm on Saturday with a sufficient number of spare spaces available within the car parks.

Parking on-street showed the parking demands varied between 20% and 100% on Henry Street and Lawson Street respectively on Saturday. On average, the occupancy rate in kerbside parking varied between 30% and 75% on Saturday.

## 2.7 Public Transport Facilities

The subject site is well served by public transport facilities, being located in proximity to multiple bus stops and Penrith railway station.

A summary of the existing public transport services and their respective frequencies during peak periods are provided below.

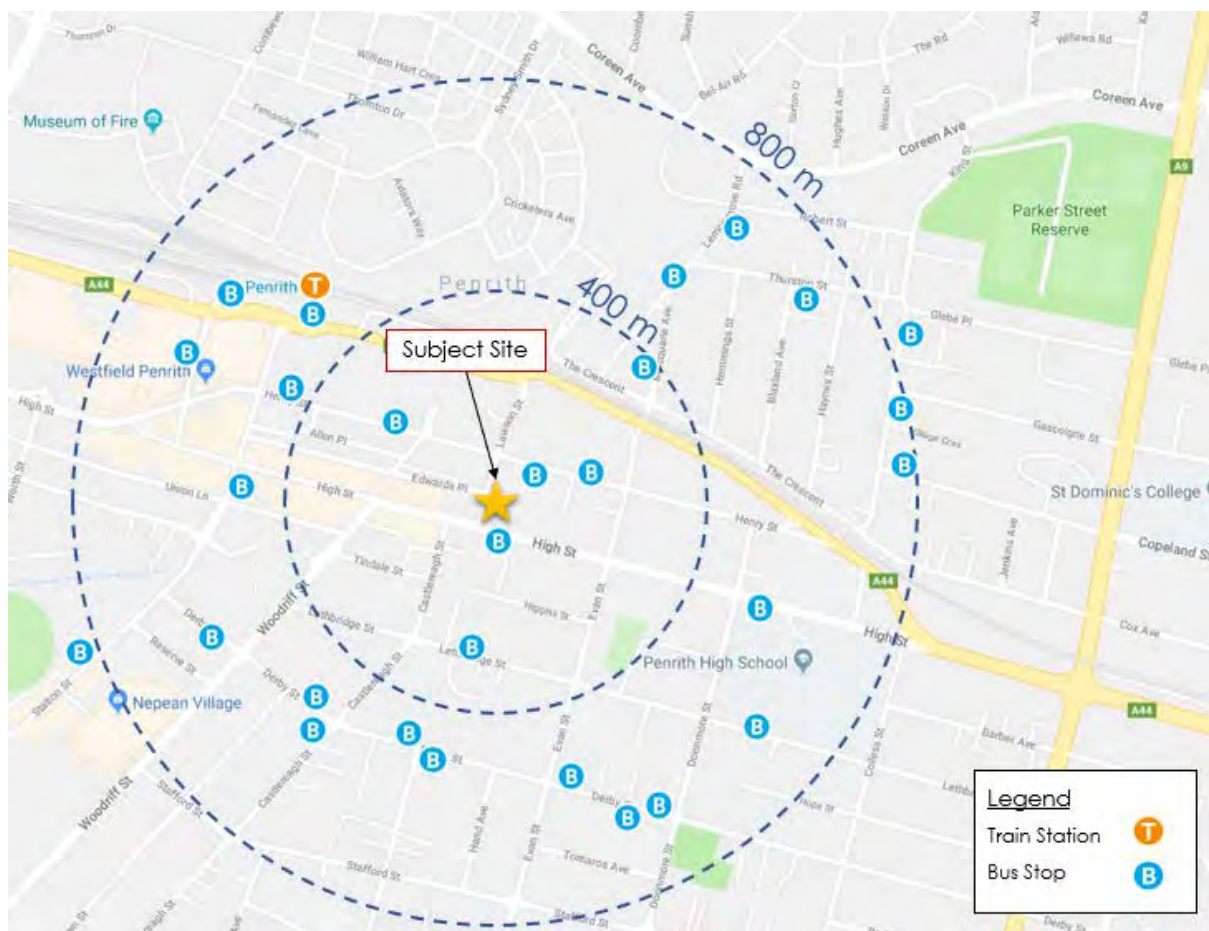
**Table 2.2: Existing Public Transport Services and Frequencies**

Service	Route	Route Description	Site Proximity	Frequency (on-peak/off-peak)	
				Weekday	Saturday
Bus	673	Windsor to Penrith via Bligh Park, Illandilo & Cranebrook	< 400m	30-mins-hourly/ 1 services	2 services
	677	Richmond to Penrith via Londonderry & The Northern Road	Immediately outside site	4 services / 2 hours	2 services
	678	Richmond to Penrith via Agnes Banks, Castlereagh & Cranebrook	< 300m	2 services	2 services
	688	Penrith to Emu Heights (loop service)	<30m	2 services / hourly	Hourly
	689	Penrith to Leonay (loop service)	<30m	1 service / hourly	Hourly
	770	Penrith to Mt Druitt via Claremont Meadows, St Marys & Colyton	<30m	30-mins / 30-mins	Hourly
	774	Penrith to Mt Druitt via St Marys & Oxley Park	<400m	30-mins / 30-mins	Hourly
	775	Penrith to Mt Druitt via St Marys & Erskine Park	<30m	30-mins / 30-mins	Hourly
	776	Penrith to Mt Druitt via St Marys & St Clair	<30m	30-mins / 30-mins	Hourly
	780	Penrith to Cambridge Park, Ropes Crossing & Mt Druitt	Immediately outside site	15-mins / 30-mins	30 mins to hourly
	782	Penrith to St Marys via Cambridge Gardens & Werrington Station	<30m	30-mins / 30-mins	Hourly
	785	Penrith to Werrington Station via Cambridge Park	<280m	30-mins / 30-mins	Hourly
	786	Penrith to Cranebrook via Greygums Road	<280m	30-mins / 30-mins	Hourly
	789	Penrith to Luddenham	<30m	1-2 services	No service
Rail	T1 Western Line	Between Emu Plains or Richmond & City	< 850m	15-mins / 30-mins	15 to 30 mins
	Blue Mountains Line	Between Bathurst & Central*	< 850m	Hourly	Every 2 Hours

\*Note: Most services operate between Lithgow and Central.

The site proximity to surrounding public transport services is graphically presented in Figure 2.21.

Figure 2.21: Site Proximity to Existing Public Transport Services



Basemap source: Google Maps Australia

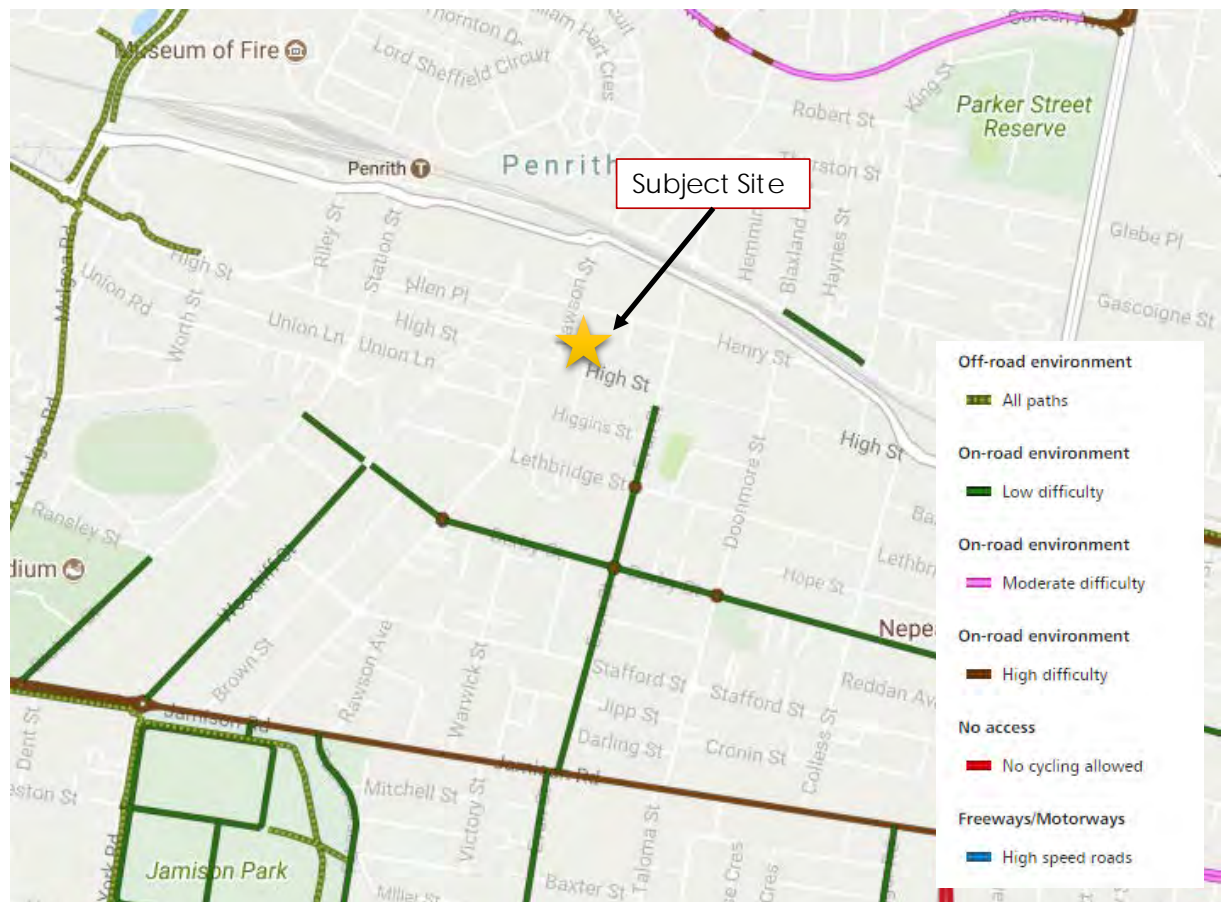
## 2.8 Pedestrian and Cyclist Facilities

Pedestrian footpaths are provided on all roads surrounding the site, except for some low pedestrian traffic roads such as Lawson Lane. Pedestrian crossing facilities through signalised intersections are available in all surrounding streets including the signalised crossings with audio facility at the intersection of Lawson Street with High Street, located immediately next to the subject site.

Cycling routes surrounding the site include off-road and on-road environments as shown in the cycleway network map in Figure 2.22.



Figure 2.22: Surrounding Cycleways



Source: Roads and Maritime Services Cycleway Finder 2016 (accessed 27/02/18)

## 2.9 Future Developments

A research on the Penrith city centre indicates the following developments are being planned in the vicinity of the subject site:

- Redevelopment of the Soper Place and North Street car parks by 2019 into two multi-level car parks with an addition of 1,000 spaces. Council is currently inviting tenders for design plans.
- Redevelopment of the Union Street car park into mixed use buildings (beyond 2027/2028).

Penrith City Council has invited partners to develop within the Opportunity Precincts as part of the City Centre vision to maximise the City's potential as the "New West". No public available information has been released regarding any approved developments.

## 3 Proposed Redevelopment

### 3.1 Proposed Design

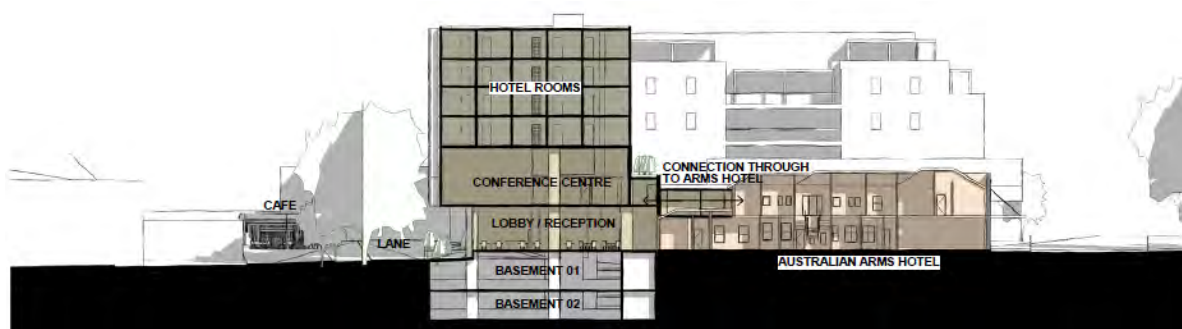
The proposed redevelopment involves the alteration of the existing pub to retain the heritage character; the demolition of the existing restaurant, at-grade car park and commercial premises located north of the existing pub; and construction of a consolidated hotel with a building height of 24m.

The proposed redevelopment consists of the following key features, as shown in Figure 3.1 and Figure 3.2:

- Retention and upgrade of the existing pub
- Provision of a new accommodation for 110 hotel rooms and retaining 12 existing rooms
- Provision of a new conference and function facility
- Provision of a new basement car park with approximately 62 spaces
- Provision of a 10km/h shared zone in Lawson Lane with a porte cochère entrance to the hotel.

It is noted that the basement car park design would be available in the Development Application stage.

**Figure 3.1: Concept Design**



Source: The NRA Collaborative Urban Design Report, November 2017. The café located adjacent the landscape space is no longer included in the design.

Figure 3.2: Proposed Floor Plan for Ground Floor and Level 1



#### GROUND FLOOR

#### LEVEL 01

Source: The NRA Collaborative Urban Design Report, November 2017. The café located adjacent to the landscape space is no longer included in the design.

Figure 3.3: Proposed Floor Plan for Level 2 to 6



#### LEVEL 02

#### LEVEL 03 - 06

Source: The NRA Collaborative Urban Design Report, November 2017

The proposal comprises the following land uses and sizes:

- Pub (the existing 240m<sup>2</sup> serving area and bar area to be maintained)
- Hotel rooms (110 new rooms as the 12 existing rooms are to be retained in the upper level of the pub)
- Conference centre/ function room (370m<sup>2</sup> seating area within the pre-function area and conference area)
- Restaurant (230m<sup>2</sup> seating area).

The conference centre/function room located in the first floor of the hotel building are to be hired for private functions.

## 3.2 Shared Zone in Lawson Lane

It is proposed to implement a 10km/h shared zone (category 1) in Lawson Lane to be shared by vehicles and pedestrians, subject to approval.

Category 1 shared zones are provided on a road with clearly different coloured and textured surface treatment from the surrounding roads, and typically does not have kerbs.



In accordance with the Roads and Maritime Technical Direction TTD 2016/001 (February 2016), kerbs would not be provided in the shared zone to ensure a discernible change in the environment from the surrounding roads, and to facilitate the ease of movement and indicate the priority for pedestrians, especially disabled pedestrians.

The proposed shared zone would be designed in accordance with the Roads and Maritime specifications, including the road surface treatment with no provision of kerbs, speed limit, marked parking bays and the associated signage.

The width of Lawson Lane is proposed to vary between 6m and 12m, with a greater width provided in the eastern end near the car park entrance and exit. The relatively narrower width in the entry of the shared zone would encourage drivers to reduce their speeds. Access to car park and loading bay is kept to the eastern end of Lawson Lane.

It is noted that the Lawson Lane shared zone is only applicable between Lawson Street and the western end of the proposed loading bay. Given there are a number of car park accesses located in the eastern end of Lawson Lane, the road section between the proposed loading bay and the cul-de-sac should be excluded from the shared zone where the priority is reverted to vehicular traffic through the use of End Shared Zone sign and asphalt pavement.

### 3.3 Access to Hotel Car Park and Adjacent Private Car Parks

As discussed earlier, the use of Lawson Lane would be shared by traffic associated with other commercial premises and the hotel visitors and staff. As such, it is proposed to introduce a small semi-mountable roundabout at the end of Lawson Lane to facilitate the turning movements into and out of the hotel car park and the other two private car parks. The roundabout would also assist the U-turn movement of vehicles accessing the drop off bays in the porte cochère.



A Park in Bays Only (R5-65) sign would be provided under the shared zone (R4-4) signs at the entry into the shared zone. The drop off zone would be marked with the length and width in accordance to AS2890.5.

### 3.5 Loading Zone

The existing Loading zone (14m long) in the Lawson Street frontage would be used to set down and pick up passengers to and from the hotel buses/coaches.

### 3.6 Loading Bay

A loading bay is proposed to be accessed in Lawson Lane and to facilitate delivery vehicles and waste collection vehicles which would occur predominantly during the night time. Appendix C shows the swept path of an 8.8m Medium Rigid Vehicle entering and leaving the loading bay. A spotter would be in place to control traffic movements at the loading bay, if necessary.

### 3.7 Pedestrian Access

Pedestrian access to the pub will be retained at the existing entrance in Lawson Street.

The shared zone would be a pedestrian priority environment and as such no pedestrian crossing facilities would be provided in Lawson Lane.

Pedestrian access to the nearby on-street parking spaces and off-street public car parks would be accommodated by the existing pedestrian crossing facilities that are available in the surrounding streets.

## 4 Parking Assessment

The objective of the following parking assessment is to estimate the parking requirement and the parking impacts of the proposed development, and to provide an outline of the parking layout review.

### 4.1 Parking Provision

#### 4.1.1 DCP Parking Requirements

*Penrith Development Control Plan (DCP) 2014 – Section 10 Transport, Access and Parking:* Table C10.2: Car Parking Rates states that a maximum of the total number of commercial parking spaces required by a development. This DCP requirement is extracted as follows:

**Penrith City Centre** – A maximum 60% of the total number of commercial parking spaces required by a development, other than for service vehicles, car washing bays and parking spaces allocated to people with a disability, are to be provided on-site.

The balance of the total required number of spaces not provided on-site would need to subject to a contribution under an adopted Contribution Plan or as set by the terms of a Voluntary Planning Agreement.

In light of the above DCP requirement, the proposed basement car park would not fully accommodate the likely parking demands associated with the subject site. Notably, Section 10.5.1 (4) of the DCP states that any reduction of parking spaces required for a particular site if the reduced provision can be justified in a traffic impact statement in terms of proximity to public transport nodes, opportunity to share parking with another use, or an empirical assessment of car parking.

Table 4.1 provides a summary of the parking demands for the proposed land uses in accordance with the parking rates provided in the Penrith DCP.

**Table 4.1: Parking Requirement based on DCP Rates**

Land Use	Parking Rate	Proposed Yield	Assumptions on Workforce	Parking Generation (Customers) based on DCP Rates	Parking Generation (Staff) based on DCP Rates	Total Parking Generation based on DCP Rates
Hotel (Proposed)	1 space per unit plus 1 space per manager plus 1 space per 6 employees	122 rooms	2 managers and 6 employees at any one time	122.0	3.0	125.0
Conference Centre/ Function Room (Proposed)	1 space per 6m <sup>2</sup> of seating area, plus 1 space per employee	370m <sup>2</sup> seating area	6 employees at any one time	61.7	6.0	67.7



Land Use	Parking Rate	Proposed Yield	Assumptions on Workforce	Parking Generation (Customers) based on DCP Rates	Parking Generation (Staff) based on DCP Rates	Total Parking Generation based on DCP Rates
Restaurant (Proposed)	1 space per 6m <sup>2</sup> of seating area, plus 1 space per employee	220m <sup>2</sup> floor area (currently 120m <sup>2</sup> floor area)	6 employees at any one time	38.3	6.0	44.3
Pub (Existing)	1 space per 4m <sup>2</sup> of bar floor area plus 1 per 6m <sup>2</sup> lounge and dining room	120m <sup>2</sup> of bar floor area and 110m <sup>2</sup> lounge/dining room	4 employees at any one time	44.3	4.0	48.3
<b>Total parking requirement (rounded up)</b>				<b>267</b>	<b>19</b>	<b>286</b>

Table 4.1 shows the DCP parking requirement in terms of simply adding up the individual elements is 286 spaces. Justification for reducing the parking demand is provided in Section 4.1.2 in terms of multi-purpose trips and proximity to public transport.

#### 4.1.2 Reduced Parking Demand

The parking requirement would involve a high degree of multi-purpose trips between the conference centre/function room and the hotel, given a proportion of event attendees are expected to stay in the hotel for overnight accommodation if the events are held more than one day, or finished late at night.

Similarly, some of the demand for parking associated with the restaurant and pub is likely to be generated by the conference/function attendees and hotel guests.

Other than the conference/function attendees, the restaurant and pub are intended to cater primarily for a local clientele, particularly the residents as well as employees in the town centre who will be able to walk to the hotel at lunch time or after work, given the centralised location of the proposed hotel within the town centre. It is however understood that some patrons may choose to drive to the restaurant/pub, particularly on Thursday or Saturday evenings, when there would be substantial reduction of traffic and parking activities in the town centre as most of the nearby shops are closed.

In light of the above, the parking requirements would be reduced by:

- 30% reduction to the parking requirement associated with the hotel as it would be used by those attending conferences/functions being held at the conference centre/function room.
- 15% reduction to the parking requirement associated with the restaurant and pub as it would be used by hotel guests

- 15% reduction to the parking requirement associated with the restaurant and pub as it would be used by those attending conferences/function being held at the conference centre/function room
- 20% reduction to the parking requirement associated with the restaurant and pub as these facilities would be used by local clientele.

Furthermore, it is anticipated that not all staff would drive to work as the Journey to Work 2011 data indicates that 76% of employees travel to Penrith CBD (travel zone 4979) by cars, with 8% being passengers. On this basis, 24% of staff trips would be made via public transport, walking or be dropped off as passengers.

In light of the above, the reduced parking demands have been summarised in Table 4.2.

**Table 4.2: Reduced Parking Demand**

Land Use	Parking Generation (Customers) based on DCP Rates	Parking Generation (Staff) based on DCP Rates	Total Parking Generation based on DCP Rates	Proposed Reduction to Customer Parking	Proposed Reduction to Staff Parking	Reduced Parking Demand (Customer + Staff)
Hotel (Proposed)	122.0	3.0	125.0	-30%	-24%	88
Conference Centre/ Function Room (Proposed)	61.7	6.0	67.7	-	-24%	66
Restaurant (Proposed)	38.3	6.0	44.3	-50%	-24%	24
Pub (Existing)	44.3	4.0	48.3	-50%	-24%	25
<b>Total parking requirement</b>	<b>267</b>	<b>19</b>	<b>286</b>	<b>-</b>	<b>-</b>	<b>203</b>

*Note: The number of the parking spaces has been rounded up*

The estimated parking demand for the site would be 203 spaces for both visitors and staff. Overall, this is 71% of the DCP parking requirement. Given that 62 spaces are proposed, the development technically incurs a shortfall in the order of 141 spaces.

### 4.1.3 Adequacy of Parking Supply

The basement car park would not fully accommodate the likely parking demand associated the development as the DCP requires a maximum of 60% of the total number of commercial parking spaces required by the development. The proposed parking provision (62 spaces) is 31% of the total parking requirement (203 spaces).

Nevertheless, the estimated parking demands generated by the site could be accommodated by the parking supply in the surrounding on-street and off-street car parks as shown in the parking survey results in Section 2.6.2. There are vacant spaces along High Street, Henry Street, as well as the Allen Place, Edwards Place and Soper Place off-street public car parks during both Thursday and Saturday, that would be available for patrons' use at any given time of the day. In particular, there are untimed parking spaces available in Soper Place off-street car park within easy walking distance of the site that can support long term parking needs. The on-street parking along the retail strip currently have spare capacity for most of the day.

Parking spaces in the vicinity of the site are available in the evening as the survey indicates the peak parking occupancies were 70% at 5pm on Thursday and 60% at 12pm on Saturday. There is at least a minimum of 256 vacant parking spaces available from 5 pm onwards on Thursday, and at least 356 vacant parking spaces from 12pm onwards on Saturday.

Therefore, it is concluded that on-street parking within the vicinity of the site has sufficient capacity to accommodate the estimated parking demands that would be generated by the redevelopment. Furthermore, Penrith Council has announced the upgrade of the existing Soper Place car park by 2019 into a multi-level car park with additional spaces to be provided. This would support the parking needs of the site.

#### 4.1.4 Minimisation of Parking Demands

Despite the conclusion that the parking supply within the vicinity of the site has sufficient capacity to accommodate the estimated parking demands, it is considered appropriate to manage parking demand by the following measures:

- Promotion of responsible drink-driving attitude with carpooling with designated drivers and taxi services.
- Encourage the use of alternative transport modes as the site is conveniently located in close vicinity to bus stops and train station.
- Assign on-site parking to a proportion of staff members only to increase the availability of customer parking spaces which have higher turnover due to a relatively shorter length of stay.
- Produce a Transport Access Guide which can be given to staff and customers to indicate how they can travel to the site by means other than car.

#### 4.1.5 Accessible Parking

The DCP specifies that accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890. The parking requirement for car park Class 6 (including land uses such as restaurant, bar area and hotel) is:

- One accessible space for every 50 carparking spaces or part thereof.

Therefore, two accessible parking spaces would be provided within the 62-space basement car park.

#### 4.1.6 Bicycle Parking Requirements

The provisions set out in the DCP state that bicycle parking shall be provided in accordance the *NSW Government – 2004 Planning Guidelines for Walking and Cycling*. The required bicycle parking provision is 3% to 5% of the staff and 3% to 5% of hotel rooms and seating capacity (by number of customers). The following seating capacity has been assumed for the purposes of this assessment:

- Conference centre/function room = 200 customers
- Restaurant = 100 customers
- Pub = 100 customers.

Table 4.3 provides a summary of the bicycle parking requirement.

**Table 4.3: Bicycle Parking Requirement**

Proposed Land Use Within Site	Unit	Parking Rate	Bicycle Parking Requirement
Hotel	8 staff 122 rooms	3-5% of staff 3-5% of rooms	3.9 to 7.0
Conference Centre/ Function Room	6 staff 200 customers	3-5% of staff 3-5% of seating capacity for customers	6.2 to 10.3
Restaurant and pub	10 staff 200 customers	3-5% of staff 3-5% of seating capacity for customers	6.3 to 10.5
<b>Total</b>			<b>17 to 28</b>

*Note: The number of the parking spaces has been rounded up*

Accordingly, the development requires to provide up to 28 bicycle parking spaces. Bicycle racks would be provided for staff and customers.

#### 4.1.7 Motorcycle Parking

The DCP does not have any specific requirement for motorcycle parking.

## 4.2 Parking Layout

The proposed development will be served by a two-level basement car park with a car park access off Lawson Lane.

It is the intention that the basement car park design will comply with the requirements of AS2890.1 (2004) and AS2890.6 (2009) during the Development Application stage.



## 5 Traffic Analysis

The objective of the following traffic analysis is to determine the potential traffic impacts of the proposed development at the assessed intersections.

### 5.1 Future Background Traffic

Future traffic growth has been estimated based on the Sydney's Strategic Travel Model (STM) provided by Roads and Maritime. The STM is a strategic transport planning model that considers population and employment growths and is used for high level of assessment of major infrastructure proposals, transport strategies and policy decision making.

The STM provides future year traffic volumes to determine the relative traffic growth between years for application to the baseline traffic (e.g. surveyed traffic volumes) to provide estimations for future year traffic conditions.

Traffic data from the STM for the relevant roads in the local road network are presented in Table 5.1 and Appendix D. Future developments such as Penrith Lakes, Panthers and Thornton have been included in the land use assumptions in the STM model.

**Table 5.1: STM Traffic Flow and Growth**

Intersection	Road Name	Approach to Intersection	Growth per Annum (2016-2026)	
			AM Peak	PM Peak
Lawson Street-Henry Street	Henry Street	East	1.8%	-0.7%
	Lawson Street	South	-	-
	Henry Street	West	-1.5%	1.0%
	Lawson Street	North	-	-
Lawson Street-High Street	High Street	East	1.2%	-1.0%
	High Street	West	1.5%	1.3%
	Lawson Street	North	-	-

Table 5.2 shows the STM household and employment forecasts for 2026, 2036 and 2041 as compared against 2016 in Penrith city centre (zone 4979). The STM information is shown in Appendix D.

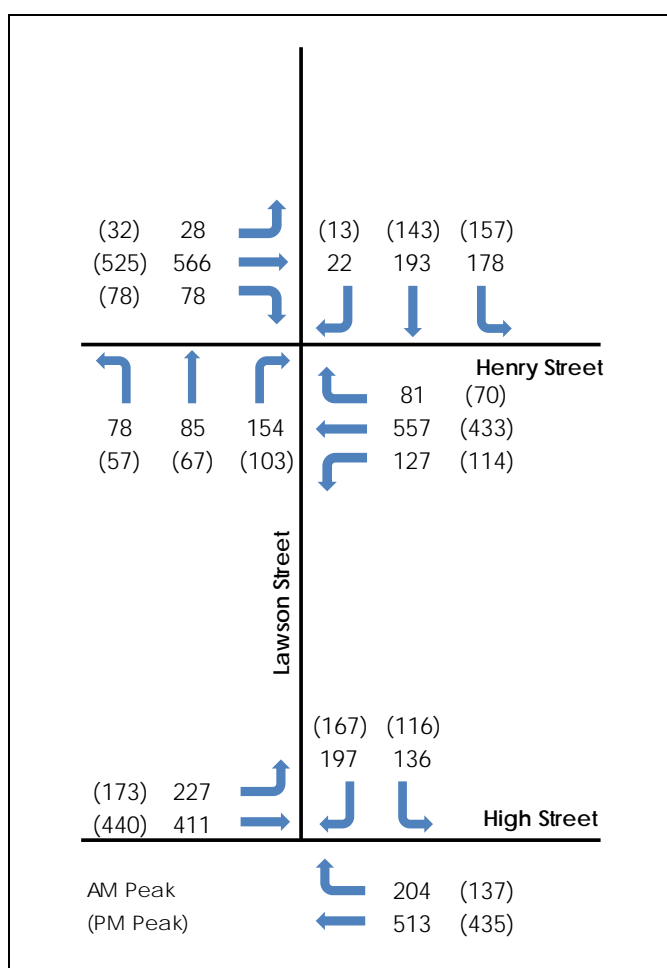
**Table 5.2: STM Household and Employment Forecasts**

Zone 4979	2016	2026	2036	2041	Growth (2016-2026)	Growth (2016-2036)	Growth (2016-2041)
Population	505	975	1,666	2,421	9.3%	11.5%	15.2%
Employment	14,354	16,395	18,592	19,206	1.4%	1.5%	1.4%

The traffic growth rates as indicated in Table 5.1 display negative growths in a number of road sections despite a substantial population growth in the future years as shown in Table 5.2. This assessment has adopted more conservative and higher growth rates taken into consideration the potential developments that are likely to create additional traffic movements in the Penrith city centre. A robust growth rate of 1.5% per annum has been applied for all traffic movements, except for the westbound movements in Henry Street (east of Lawson Street) where the STM forecasts a higher growth rate of 1.8% per annum.

Figure 5.1 shows the estimated future traffic volumes in a 10-year planning horizon.

**Figure 5.1: Future Traffic Volumes (2028 Without Redevelopment)**



Note: AM peak hour (7.45am-8.45am) and PM peak hour (4.30pm-5.30pm)

## 5.2 Traffic Generation

### 5.2.1 Hotel

Roads and Maritime's *Guide to Traffic Generating Developments 2002* provides a traffic generation rate for motel as follows:

- Evening peak hour vehicle trips = 0.4 per unit

The hotel with 110 new rooms is expected to generate in the order of 44 two-way vehicle trips per hour. Notably, traffic generation in relation to the existing 12 rooms has been captured in the traffic survey undertaken in March 2018.

### 5.2.2 Conference Centre

No provision is provided in Roads and Maritime's *Guide to Traffic Generating Developments 2002* for conference centres/function rooms. Thus, traffic generation for conference centre/function room is assessed in first principle. It has been assumed that the conference centre/function room has the capacity of accommodating a maximum of 200 people.

It has been assumed that 80% (160 guests) would arrive via private cars and 10% (20 guests) would arrive via private drop off/ pick up, and 10% (20 guests) would arrive via a combination of Uber, taxis, public transport (trains or buses) or by walking.

Application of a conservative car occupancy rate of 1.5 guests per car results in the following number of cars:

- 160 guests in private cars @ 1.5 guests per car = 107 cars
- 20 guests in private drop off/ pick up @ 1.5 guests per car = 13 cars.

In terms of traffic movements, the private cars equate to one pre-function vehicle movement (arrival trip) and 1 post-function vehicle movement (departure trip). However, the drop-off/ pick-up movements generate 2 pre-function vehicle movements (an arrival and departure trip) and 2 post-function vehicle movements. On this basis, the following pre-function and post-function traffic generation analysis can be determined:

- 133 pre-function trips (120 arrival, 13 departure)
- 133 post-function trips (13 arrival, 120 departure).

### 5.2.3 Restaurant

Roads and Maritime's *Guide to Traffic Generating Developments 2002* provides a traffic generation rate for restaurants as follows:

- Evening peak hour vehicle trips = 5 per 100 m<sup>2</sup> gross floor area

On the basis the restaurant has a seating area of 230m<sup>2</sup> less the existing 120m<sup>2</sup> seating area, the net change in traffic generated would be in the order of six two-way vehicle trips per hour.

### 5.2.4 Pub

Traffic generation associated with the pub is expected to be reduced from the existing situation due to the multi-purpose trips as discussed in Section 4.1.3. Notwithstanding this,

given the traffic generation associated with the existing use of the pub has been captured in the traffic survey undertaken in March 2018, it is proposed to retain the existing traffic generation for analytical purposes.

## 5.2.5 Total Traffic Generation

Table 5.3 provides a summary of the total traffic generation as discussed in Sections 5.2.1 to 5.2.2.

As discussed in Section 4.1.4, a reduction would be applied to the traffic generation to account for the “multi-purpose” nature of trips accessing the various land uses of the site.

Section 4.1.2 shows the justification in relation to the estimated parking demand being 71% of the DCP parking requirement. Therefore, it is assumed that 29% of total traffic generation would be reduced as patrons tend to visit more than facilities within the site and hence reducing the vehicular trips associated with the site.

**Table 5.3: Traffic Generation Summary**

Land Use	Size/Number of People	Traffic Generation Rate	Total Traffic Generation
Hotel (traffic generation of 12 existing rooms already captured in traffic survey)	110 rooms (net change)	0.4 trips/unit	44
Conference Centre/ Function Room	200 people	First Principle (Section 5.2.2)	133
Restaurant	110m <sup>2</sup> (net change)	5 trips per 100m <sup>2</sup> GFA	6
Pub (already captured in traffic survey)	-	-	-
<b>Sub-total</b>			183
Assume a <b>29%</b> discount of parking generation to account for multi-purpose trips for various land uses within the redevelopment.			
<b>Total</b>			<b>130</b>

Table 5.3 indicates that the net change in traffic generation associated with the site would be in the order of 130 trips per hour (two-way). Conservatively, it has been assumed all of these trips would occur concurrently during the same peak hours, albeit in reality this may not be practicable given the conferences/functions being held at the conference centre may start/end outside the commuter peak periods. For analytical purposes, the above peak hour traffic generation has been adopted in the traffic assessment and is considered a robust approach.



## 5.3 Traffic Distribution

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- configuration of the arterial road network in the immediate vicinity of the site
- existing operation of intersections providing access between the local and arterial road network.
- configuration of access point to the site.

Having considered the above, for the purposes of estimating vehicle movements, the proposed directional distributions are shown in Table 5.4 for the AM peak hour. It has been assumed that the reverse travel pattern will occur in the PM peak hour.

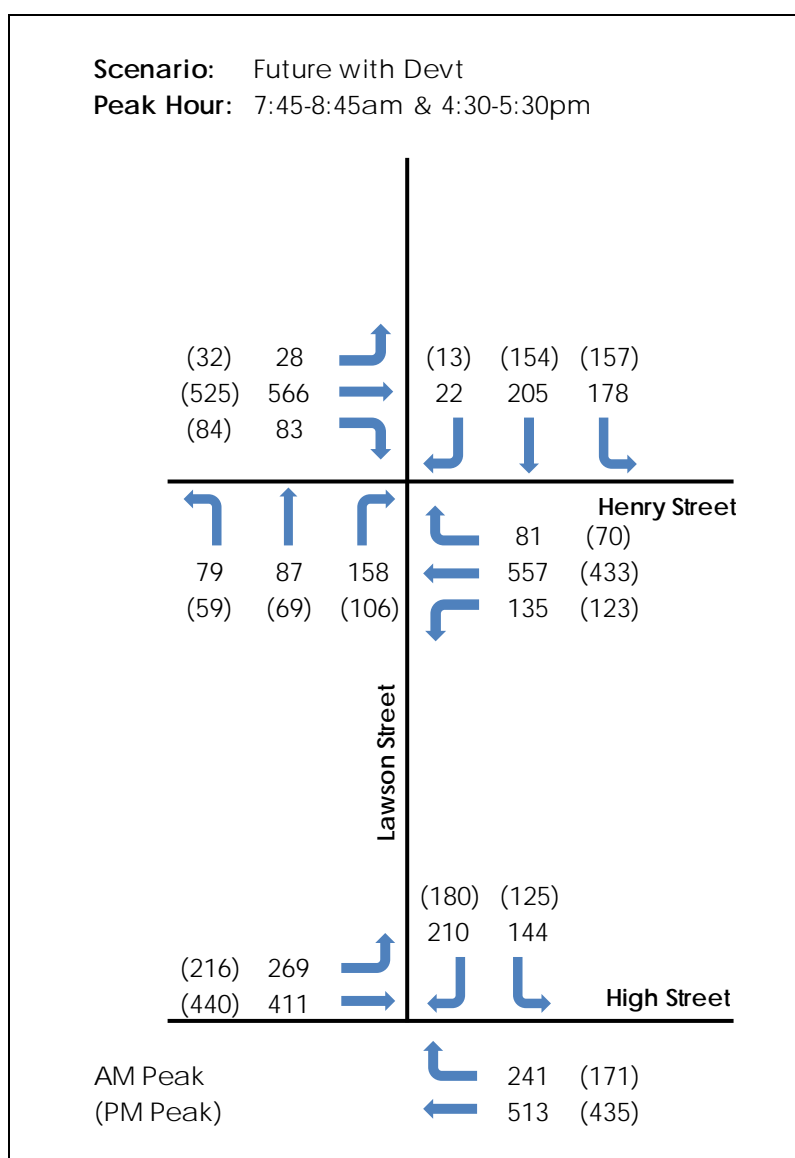
**Table 5.4: Traffic Distribution**

Travel Direction To/From Lawson Street	AM Peak	PM Peak
North	25%	25%
South	75%	75%
<b>Total</b>	<b>100%</b>	<b>100%</b>

## 5.4 Future Traffic Volumes

Figure 5.2 presents the traffic forecasts with site related traffic superimposed on the road network. It should be acknowledged that parking may occur on surrounding streets or public car parks as such drivers may not traverse the key intersections. However, it has been conservatively assumed that all site related traffic is distributed to and from the site via the key intersections.

**Figure 5.2: Future Traffic Volumes (2028 with Redevelopment)**



Note: AM peak hour (7.45am-8.45am) and PM peak hour (4.30pm-5.30pm)

## 5.5 Intersection Capacity Assessment

The operation of the key intersections has been assessed using SIDRA Intersection 7, a computer based modelling package which assesses intersection performance under prevailing traffic conditions.

Intersection configurations were sourced from Roads and Maritime traffic signal plans and aerial photos. Signal phasing information was obtained in the site inspection to observe operational conditions.

The SIDRA modelling was validated to the conditions observed during the surveys.

## 5.5.1 Model Performance Indicators

SIDRA Intersection 7 modelling provides several useful indicators to determine the level of intersection performance.

### 5.5.1.1 Level of Service (LoS)

LoS is a basic performance parameter used to describe the operation of an intersection. Levels of service indicators range from A (indicating good intersection operation) to F (indicating over-saturated conditions with long delays and queues). At priority controlled (give-way and stop controlled) and roundabout intersections, the LoS is based on the modelled delay (seconds per vehicle) for the most delayed movement (refer to Table 5.5).

**Table 5.5: Level of Service Criteria for Intersections**

Level of Service	Average Delay (seconds per vehicle)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	Less than 14	good operation	good operation
B	15 to 28	good with acceptable delays and spare capacity	acceptable delays and spare capacity
C	29 to 42	satisfactory	satisfactory, but accident study required
D	43 to 56	operating near capacity	near capacity and accident study required
E	57 to 70	at capacity At signals, incidents will cause excessive delays.	at capacity, requires other control mode
F	Greater than 71	unsatisfactory with excessive queuing	unsatisfactory with excessive queuing; requires other control mode

Source: RMS Guide to Traffic Generating Developments, 2002

### 5.5.1.2 Average Delay

Delay is the difference between interrupted and uninterrupted travel times through the intersection and is measured in seconds per vehicle. At priority controlled intersections, the average delay for the most delayed movement is usually reported.

## 5.5.2 Intersection Operational Conditions

Intersection analysis was conducted for the key intersections based on the existing peak hour flows as shown in Figure 2.3 and the estimated future peak hour flows shown in Figure 5.2 (without redevelopment) and Figure 5.2 (with redevelopment). The analysis results for traffic conditions are presented in Table 5.6.

**Table 5.6: Operating Conditions**

Scenario	Intersection	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	Level of Service	Delay (sec/veh)	Level of Service
2018 Existing	Lawson Street-Henry Street	22	B	36	C
	Lawson Street-High Street	21	B	14	A
2028 Future base (without redevelopment)	Lawson Street-Henry Street	28	B	63	E
	Lawson Street-High Street	21	B	20	B
2028 Future (with redevelopment)	Lawson Street-Henry Street	36	C	50	D
	Lawson Street-High Street	29	C	15	B

The results indicate that the key intersections currently operate satisfactorily at LoS C or better during the peak hours. The worst movement at the Lawson Street with Henry Street intersection during the PM peak is the westbound right turn movement from Henry Street into Lawson Street north. The operating conditions including phase times and queue lengths match with the observation on site.

The 2028 base case model (without redevelopment) has taken into account the background traffic growth and the same traffic signal phase times as per the existing situation. The results indicate that the key intersections would operate at LoS C or better, except for the Lawson Street with Henry Street intersection which is forecast to operate at LoS E during the PM peak. The worst movement of this intersection would be the westbound right turn movement from Henry Street into Lawson Street north during the PM peak.

For the 2028 future case model (with redevelopment), a minor adjustment has been applied to the phase times whilst maintaining the existing cycle times at the key intersections. The adjustment has been made within the range of the phase times observed on site by reallocating the phase times to maximise the throughput at the intersection. This adjustment would not disrupt the current SCATS operation as the phase times adopted in the model are within the minimum and maximum phase times as determined by the adaptive SCATS system based on traffic demands.

On this basis, the results of the 2028 future case model (with redevelopment) indicate that the key intersections would operate satisfactorily at LoS B, except for the Lawson Street with Henry Street intersection which is forecast to operate acceptably at LoS D during the PM peak based on the existing intersection layout and phase sequence. This indicates the site related traffic would not impose adverse traffic impacts on the road network.



## 6 Conclusions

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The operation of the proposed redevelopment would generate in the order of 203 spaces with some demand to be accommodate within the 62-space basement car park.
- The parking demands of the remaining 141 spaces could be satisfactorily accommodated in the spare parking spaces that are readily available in the vicinity:
  - There was at least a minimum of 302 and 356 vacant parking spaces being available during peak parking occupancy during the lunch time trading periods (11am to 2pm) on Thursday and Saturday respectively.
  - There was at least a minimum of 256 vacant parking spaces available from 5pm onwards on Thursday, and at least 617 vacant parking spaces from 5pm onwards on Saturday, to accommodate the parking demands during the dinner trading periods.
- Notwithstanding the above, the proposed pub would minimise parking demands by promoting responsible drink-driving behaviour with carpooling and taxi services, and encouraging the use of public transport as there are options and services for public transport provided to the subject site. Further, the existing Soper Place car park would be upgraded to be a multi-level car park with additional spaces to be provided. This would support the parking needs of the site.
- The site is expected to generate in the order of 130 two-way vehicle trips in the peak hour. The assessed intersections would operate satisfactorily even when the additional traffic associated with traffic growth and the proposed redevelopment. There is adequate capacity in the surrounding road network to cater for the additional traffic generated by the proposed redevelopment.
- Parking layout would be designed in accordance with Australian Standard AS 2890.1 and AS 2890.6.
- The 10km/h shared zone in Lawson Lane between Lawson Street and the western end of the loading bay would be designed in accordance with the Roads and Maritime specifications.
- A small semi-mountable roundabout is proposed to be introduced at the eastern end of Lawson Lane to facilitate the vehicle turning movements into and out of the car parks.
- The loading bay in Lawson Lane would facilitate delivery vehicles and waste collection vehicles which would occur predominantly during the night time. A spotter would be in place to control traffic movements at the loading bay, if necessary.

Overall, it is concluded that the proposed hotel development at 351 and 359 High Street and 18 Lawson Street, Penrith, is not expected to have an adverse traffic and parking effect on the surrounding transport network.

## Appendix A

### Intersection Movements Counts Survey (March 2018)

<b>Survey Start</b>	<b>AM:</b>	<b>7:00</b>	<b>PM:</b>	<b>N/A</b>
<b>Vehicular Peakhour</b>		<b>Pedestrians Peakhour</b>		
<b>AM:</b>	<b>N/A</b>	<b>AM:</b>	<b>N/A</b>	
<b>PM:</b>	<b>7:45 AM-8:45 AM</b>	<b>PM:</b>	<b>N/A</b>	

[illegible]

# TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Lawson St and High St, Penrith

trafficsurvey.com.au



Date:	Thu 22/03/18
Weather:	Fine
Suburban:	Penrith
Customer:	TTPP

North:	Lawson St
East:	High St
South:	N/A
West:	High St

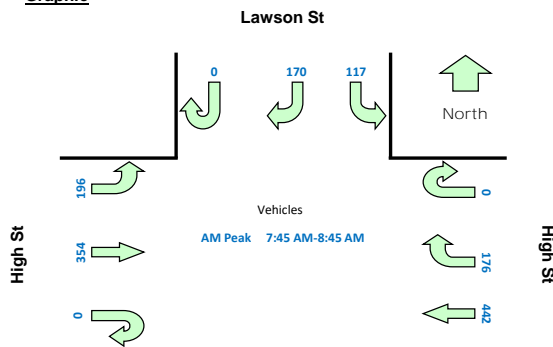
Survey Start		
AM:	7:00	PM: N/A
Vehicular Peakhour Start		
AM:	N/A	PM: 7:45 AM-8:45 AM

## All Vehicles

Time		North Approach Lawson St			East Approach High St			West Approach High St			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:00	7:15	0	28	21	0	37	120	0	94	29	1368	
7:15	7:30	0	27	26	0	53	121	0	91	38	1434	
7:30	7:45	0	32	22	0	23	91	0	109	33	1431	
7:45	8:00	0	44	30	0	49	111	0	97	42	1455	Peak
8:00	8:15	0	46	32	0	46	118	0	98	55	1390	
8:15	8:30	0	39	24	0	47	109	0	75	59		
8:30	8:45	0	41	31	0	34	104	0	84	40		
8:45	9:00	0	35	24	0	31	116	0	74	28		

Peak Time		North Approach Lawson St			East Approach High St			West Approach High St			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
7:45	8:45	0	170	117	0	176	442	0	354	196	1455

## Graphic



## Light Vehicles

Time		North Approach Lawson St			East Approach High St			West Approach High St		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:00	7:15	0	28	20	0	37	119	0	94	29
7:15	7:30	0	27	26	0	52	120	0	91	38
7:30	7:45	0	32	22	0	21	90	0	109	33
7:45	8:00	0	44	30	0	47	110	0	96	42
8:00	8:15	0	46	32	0	45	117	0	97	55
8:15	8:30	0	39	23	0	47	108	0	75	59
8:30	8:45	0	41	31	0	34	103	0	84	40
8:45	9:00	0	35	24	0	30	116	0	74	28

## Heavy Vehicles

Time		North Approach Lawson St			East Approach High St			West Approach High St		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:00	7:15	0	0	1	0	0	1	0	0	0
7:15	7:30	0	0	0	0	1	1	0	0	0
7:30	7:45	0	0	0	0	2	1	0	0	0
7:45	8:00	0	0	0	0	2	1	0	1	0
8:00	8:15	0	0	0	0	1	1	0	1	0
8:15	8:30	0	0	1	0	0	1	0	0	0
8:30	8:45	0	0	0	0	0	1	0	0	0
8:45	9:00	0	0	0	0	1	0	0	0	0



# TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Carpark

Date:	Thu 22/03/18
Weather:	Fine
Suburban:	Penrith
Customer:	TTPP

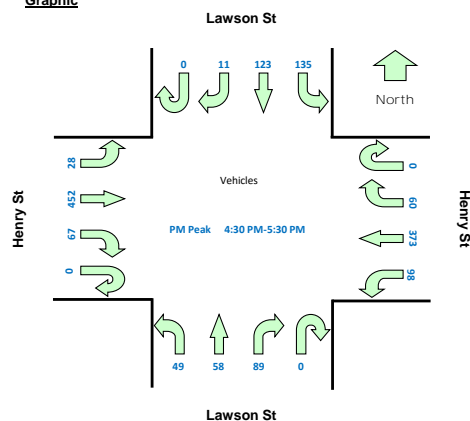
## All Vehicles

Time		North Carpark Access				East Carpark Access				South Carpark Access			
		In		Out		In		Out		In		Out	
Period Start	Period End	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck
7:00	7:15	2	0	2	0	1	0	1	0	1	0	3	0
7:15	7:30	5	0	1	0	0	0	2	0	0	0	0	0
7:30	7:45	3	0	2	0	0	0	1	0	1	0	3	0
7:45	8:00	1	0	3	0	0	0	2	0	1	0	0	0
8:00	8:15	7	0	2	0	0	0	2	0	0	0	2	0
8:15	8:30	7	0	3	0	0	0	6	0	3	0	2	0
8:30	8:45	3	0	4	0	0	0	2	0	0	0	3	0
8:45	9:00	2	0	4	0	0	0	0	0	5	0	10	0

Survey Start	AM:	N/A	PM:	16:00
Vehicular Peakhour		Pedestrians Peakhour		
AM:	N/A	AM:	N/A	
PM:	4:30 PM-5:30 PM	PM:	N/A	

Time		North Approach Lawson St				East Approach Henry St				South Approach Lawson St				West Approach Henry St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
16:00	16:15	0	3	17	35	0	20	102	24	0	25	9	20	0	19	87	5	1463	
16:15	16:30	0	6	28	28	0	10	92	17	0	27	13	15	0	12	108	3	1526	
16:30	16:45	0	1	26	27	0	14	101	24	0	20	12	16	0	11	105	5	1543	Peak
16:45	17:00	0	8	31	43	0	18	94	24	0	13	16	11	0	18	94	6	1498	
17:00	17:15	0	1	34	32	0	19	95	31	0	25	10	11	0	18	142	11	1438	
17:15	17:30	0	1	32	33	0	9	83	19	0	31	20	11	0	20	111	6		
17:30	17:45	0	2	25	24	0	9	74	22	0	25	11	7	0	13	100	5		
17:45	18:00	0	7	35	29	0	15	82	23	0	17	12	10	0	11	70	5		

### Graphic



Time		North Approach Lawson St				East Approach Henry St				South Approach Lawson St				West Approach Henry St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
16:00	16:15	0	3	17	35	0	20	98	24	0	25	9	19	0	19	82	5
16:15	16:30	0	6	28	28	0	10	91	17	0	26	13	15	0	12	108	3
16:30	16:45	0	1	26	27	0	14	96	23	0	20	12	15	0	11	99	5
16:45	17:00	0	8	30	43	0	18	91	24	0	13	16	10	0	18	93	6
17:00	17:15	0	1	33	32	0	19	92	31	0	25	10	10	0	18	136	11
17:15	17:30	0	1	32	32	0	9	78	19	0	31	19	10	0	19	107	6
17:30	17:45	0	2	25	23	0	9	72	21	0	25	10	7	0	13	94	5
17:45	18:00	0	7	35	29	0	15	78	23	0	17	12	10	0	11	69	5

[illegible]

# TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Lawson St and High St, Penrith

trafficsurvey.com.au



Date:	Thu 15/03/18
Weather:	Fine
Suburban:	Penrith
Customer:	TTPP

North:	Lawson St
East:	High St
South:	N/A
West:	High St

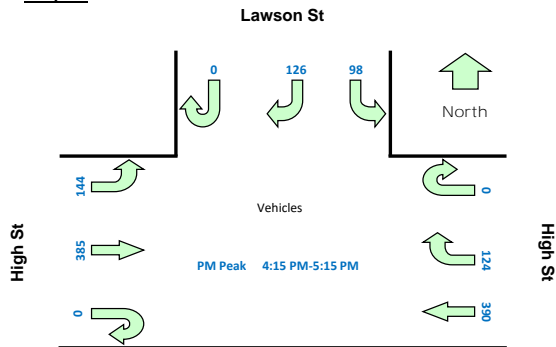
Survey Start		
AM:	N/A	PM: 16:00
Vehicular Peakhour Start		
AM:	N/A	PM: 4:15 PM-5:15 PM

## All Vehicles

Time		North Approach Lawson St			East Approach High St			West Approach High St			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
16:00	16:15	0	19	26	0	36	97	0	99	48	1257	
16:15	16:30	0	21	22	0	37	110	0	106	39	1267	Peak
16:30	16:45	0	26	28	0	31	91	0	101	34	1265	
16:45	17:00	0	28	18	0	36	93	0	84	27	1221	
17:00	17:15	0	51	30	0	20	96	0	94	44	1205	
17:15	17:30	0	39	24	0	31	95	0	100	44		
17:30	17:45	0	30	19	0	22	96	0	69	31		
17:45	18:00	0	29	24	0	19	84	0	93	21		

Peak Time		North Approach Lawson St			East Approach High St			West Approach High St			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
16:15	17:15	0	126	98	0	124	390	0	385	144	1267

## Graphic



## Light Vehicles

Time		North Approach Lawson St			East Approach High St			West Approach High St		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
16:00	16:15	0	19	26	0	33	97	0	99	48
16:15	16:30	0	21	22	0	37	110	0	104	38
16:30	16:45	0	26	28	0	31	91	0	101	33
16:45	17:00	0	27	18	0	35	93	0	84	27
17:00	17:15	0	51	30	0	20	96	0	94	43
17:15	17:30	0	39	23	0	30	95	0	100	42
17:30	17:45	0	29	19	0	22	96	0	69	31
17:45	18:00	0	29	24	0	19	83	0	93	21

## Heavy Vehicles

Time		North Approach Lawson St			East Approach High St			West Approach High St		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
16:00	16:15	0	0	0	0	3	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	2	1
16:30	16:45	0	0	0	0	0	0	0	0	1
16:45	17:00	0	1	0	0	1	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	1
17:15	17:30	0	0	1	0	1	0	0	0	2
17:30	17:45	0	1	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	1	0	0	0

# TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



## Intersection of Carpark

<b>Date:</b>	Thu 15/03/18
<b>Weather:</b>	Fine
<b>Suburban:</b>	Penrith
<b>Customer:</b>	TTPP

### All Vehicles

Time		North Carpark Access				East Carpark Access				South Carpark Access		
		In		Out		In		Out		In		Out
Period Start	Period End	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car
16:00	16:15	2	0	0	0	1	0	0	0	0	0	0
16:15	16:30	1	0	4	0	0	0	0	0	3	0	0
16:30	16:45	4	0	2	0	1	0	3	0	1	0	2
16:45	17:00	5	0	3	1	0	0	0	0	2	0	1
17:00	17:15	2	0	4	0	0	0	5	0	4	0	2
17:15	17:30	2	0	0	0	0	0	10	0	4	0	5
17:30	17:45	4	0	4	0	1	0	2	0	4	0	4
17:45	18:00	0	0	3	0	0	0	1	0	3	0	6



## Appendix B

### Parking Occupancy Survey (March 2018)



Parking Survey.xlsx

1			Lawson St to Woodriff St		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	1	1	1	2	2	2	2	2
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		9	7	7	7	6	4	4	4	4
1			Woodriff St to Gaymark La		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		15	11	11	12	11	8	8	6	5
1					No Parking 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	0	0	0	0	1	1	1	1
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		6	5	5	5	6	6	5	4	4
0					Bus Zone		6	0	0	0	0	0	0	0	0
1			Gaymark La to Station St		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		4	2	2	2	2	1	1	1	1
0		Lawson St	Soper Place to Henry St	E	No Stopping		1	0	0	0	0	0	0	0	0
1			Henry St to Lawson La		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	2	1	1	1	1	1	1	1
0			Lawson La to High St		Bus Zone		4	0	0	0	0	1	1	1	1
1					Loading Zone		3	0	0	0	0	0	0	0	0
1		Lawson St	High St to Edwards Pl	W	1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		4	4	3	3	2	2	1	1	1
1			Edwards Pl to Henry St		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		3	1	1	1	1	3	3	2	2
0			Henry St to Soper Place		No Stopping		1	0	0	0	0	0	0	0	0
1		Castlereagh St	Lethbridge St Round About to Tindale St	W	1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		13	11	11	11	9	8	8	5	5
1			Tindale St to Masters Place Car Park		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	2	1	1	1	1	1	1	1
1			Masters Place Car Park to High St		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		6	4	4	4	5	6	4	4	4
1			High St to John Cram Place	E	1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		3	3	3	3	3	2	2	2	2
1			John Cram Place to Lethbridge St Round About		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		5	5	5	5	5	5	5	4	4
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		16	11	11	9	6	6	6	4	3
1		High St	Station St to Opposite Ofwoodriff St	N	1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		9	8	5	5	3	3	3	4	3
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		10	9	7	7	6	6	5	5	4
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		10	9	9	9	9	7	7	7	6
1			Opposite Ofwoodriff St to Lawson St		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		6	6	5	3	3	1	1	1	1
0					Motor Bike Only		2	0	0	0	0	0	0	0	0
0					Aus Post Vehicles Only		1	0	0	0	0	0	0	0	0
0					Taxi Zone		1	0	0	0	0	0	0	0	0
1					P15 Min 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		5	5	5	5	5	3	2	2	2
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		4	4	4	4	4	4	3	3	2
1			Lawson St to Evans St		Unrestricted	No Parking 7am-6pm Mon-Fri	7	0	0	0	1	2	2	2	2
0					Police Vehicles Only		9	2	2	2	3	3	3	3	2

Parking Survey.xlsx

0					Police Vehicles Only		2	0	0	0	0	0	0	0	0	0	0	0
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		12	5	3	3	3	3	3	3	3	3	3	2
0		High St	Evans St to Higgins Ln	S	Aus Post Vehicles Only		1	0	0	0	0	0	0	0	0	0	0	0
1					1/4P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		4	1	1	1	1	2	2	1	1	1	1	1
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		5	2	2	2	2	2	2	0	0	0	0	0
0					Motor Bike Only		2	0	0	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		6	5	5	4	4	4	2	2	2	2	2	2
0					Motor Bike Only		1	0	0	0	0	0	0	0	0	0	0	0
0			Higgins Ln to Castlereagh St		Bus Zone		5	0	0	0	0	0	0	0	0	0	0	0
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		5	5	5	5	5	5	5	0	0	0	0	0
1			Castlereagh St to Woodriff St		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		5	5	5	5	5	5	5	4	3	3	3	3
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		7	7	7	7	6	6	5	5	4	3	3	3
1			Woodriff St to Station St		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		6	6	6	6	6	6	6	4	4	4	4	4
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		10	10	10	10	9	9	8	8	6	6	6	6
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		8	7	7	7	7	6	5	5	5	5	4	4
		PUBLIC CAPACITY						914	914	914	914	914	914	914	914	914	914	914
		PUBLIC OCCUPANCIES						576	574	516	485	456	394	337	283	251	251	251
		PUBLIC VACANCIES						338	340	398	429	458	520	577	631	663	663	663
		PUBLIC % OCCUPANCIES						63%	63%	56%	53%	50%	43%	37%	31%	27%	27%	27%

not available for public parking



Parking Survey.xlsx



Parking Occupancy Survey

Date:	Saturday, 17 March 2018
Location:	Penrith
Weather:	Fine
Customer:	TTPP

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy								
								17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00
1		Soper Place Car Park			Unrestricted		124	3	3	3	3	5	5	6	3	3
0					Motor Bike Only		5	0	0	0	0	0	0	0	0	0
1					Unrestricted		135	6	6	9	8	7	7	5	4	2
1					Disable		3	1	1	0	0	0	0	0	0	0
1					3P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		87	11	10	3	3	4	5	5	3	3
1					Disable		2	0	0	0	0	0	0	0	0	0
1		Edward Place Car Park			2P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		82	21	21	35	35	31	33	33	30	21
1					Disable		2	0	1	1	1	1	0	0	0	0
1		Allen Place Car Park			Disable		2	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		17	7	7	10	10	12	15	15	10	9
1					2P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		160	56	53	48	47	40	38	34	28	22
0					Motor Bike Only		8	0	0	0	0	0	0	0	0	0
1					Disable		7	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		24	1	1	3	4	4	5	6	5	3
0		Henry St	Station St to Woodriff St	N	Bus Zone		7	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		16	6	6	7	7	9	6	6	6	5
0					Bus Zone		8	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		3	2	1	1	1	2	2	2	2	2
1			Woodriff St to Lawson St		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		13	1	1	2	2	2	2	2	1	1
1			Lawson St to Evans St		1P 8:30am-3:30pm Mon-Fri, 8:30am-12:30pm Sat	No Parking 3:30pm-6:30pm Mon-Fri	12	4	4	10	12	12	12	11	8	8
0					Bus Zone		2	0	0	0	0	0	0	0	0	0
1		Henry St	Evans St to Lawson St	S	Unrestricted	No Parking 3:30pm-6:30pm Mon-Fri	11	0	0	0	0	0	0	0	0	0
0					Bus Zone		3	0	0	0	1	1	1	0	0	0



Parking Survey.xlsx

0					Police Vehicles Only		2	2	1	0	0	0	0	0	0	0	0	0
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		12	5	6	7	6	5	4	3	3	3	3	3
0		High St	Evans St to Higgins Ln	S	Aus Post Vehicles Only		1	0	0	0	0	0	0	0	0	0	0	0
1					1/4P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		4	1	1	4	3	2	1	1	1	1	1	1
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		5	0	1	5	4	3	4	4	4	4	3	3
0					Motor Bike Only		2	0	0	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		6	3	4	6	6	5	5	4	3	3	3	3
0					Motor Bike Only		1	0	0	0	0	0	0	0	0	0	0	0
0			Higgins Ln to Castlereagh St		Bus Zone		5	0	0	0	0	0	0	0	0	0	0	0
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		5	5	4	4	4	5	5	5	5	5	3	3
1			Castlereagh St to Woodriff St		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		5	0	1	1	2	3	3	4	4	4	4	4
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		7	0	1	1	2	7	7	7	7	7	4	4
1			Woodriff St to Station St		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		6	0	0	2	5	5	6	6	6	6	5	5
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		10	0	2	2	5	7	7	9	8	8	6	6
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		8	0	2	2	5	6	6	7	6	6	3	3
		PUBLIC CAPACITY						914	914	914	914	914	914	914	914	914	914	914
		PUBLIC OCCUPANCIES						193	211	254	268	271	278	278	235	235	179	179
		PUBLIC VACANCIES						721	703	660	646	643	636	636	679	679	735	735
		PUBLIC % OCCUPANCIES						21%	23%	28%	29%	30%	30%	30%	26%	26%	20%	20%

not available for public parking

## Parking Occupancy Survey

<b>Date:</b>	Thursday, 22 March 2018
<b>Location:</b>	Penrith
<b>Weather:</b>	Fine
<b>Customer:</b>	TTPP

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy																				
								7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00
1		Soper Place Car Park			Unrestricted		124	6	6	6	7	15	18	49	53	55	63	52	44	44	47	52	52	52	55	60	62	67
0					Motor Bike Only		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		135	10	11	11	12	25	52	57	61	61	62	55	55	45	47	47	47	50	59	60	71	68
1					Disable		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					3P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		87	12	12	15	16	16	35	48	57	57	60	54	46	33	33	41	51	51	51	51	51	52
1					Disable		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1		Edward Place Car Park			2P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		82	5	5	18	18	18	37	39	42	49	53	44	36	29	29	30	31	31	32	32	37	37
1					Disable		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1		Allen Place Car Park			Disable		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		17	3	5	5	6	6	13	16	15	15	15	12	12	11	11	11	11	12	14	15	15	16
1					2P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		160	14	21	27	28	30	67	96	103	119	125	116	105	84	84	85	99	100	115	123	126	140
0					Motor Bike Only		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					Disable		7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-4:30pm Sat		24	2	2	5	6	7	17	17	18	19	22	16	14	14	14	17	19	19	19	21	23	21
0		Henry St	Station St to Woodriff St	N	Bus Zone		7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		16	9	9	9	11	12	13	14	14	14	15	15	15	13	14	14	14	16	16	16	16	15
0					Bus Zone		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		3	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
1			Woodriff St to Lawson St		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		13	5	5	6	6	6	7	7	7	8	8	8	9	9	10	11	13	13	13	13	13	12
1			Lawson St to Evans St		1P 8:30am-3:30pm Mon-Fri, 8:30am-12:30pm Sat	No Parking 3:30pm-6:30pm Mon-Fri	12	7	7	7	8	8	9	9	9	9	9	11	10	10	10	9	8	8	8	8	7	
0					Bus Zone		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1		Henry St	Evans St to Lawson St	S	Unrestricted	No Parking 3:30pm-6:30pm Mon-Fri	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0					Bus Zone		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1			Lawson St to Woodriff St		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		9	4	5	5	5	6	6	6	6	7	8	8	8	8	8	9	9	9	9	9	8	8
1			Woodriff St to Gaymark La		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		15	6	7	8	8	11	11	11	13	13	14	15	14	14	13	13	15	15	15	15	15	15
1					No Parking 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		6	2	3	4	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6
0					Bus Zone		6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1			Gaymark La to Station St		1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		4	1	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
0		Lawson St	Soper Place to Henry St	E	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1			Henry St to Lawson La		1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
0			Lawson La to High St		Bus Zone		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Parking Survey.xlsx

[illegible]

*not available for public parking*



**Parking Survey.xlsx**

[illegible]

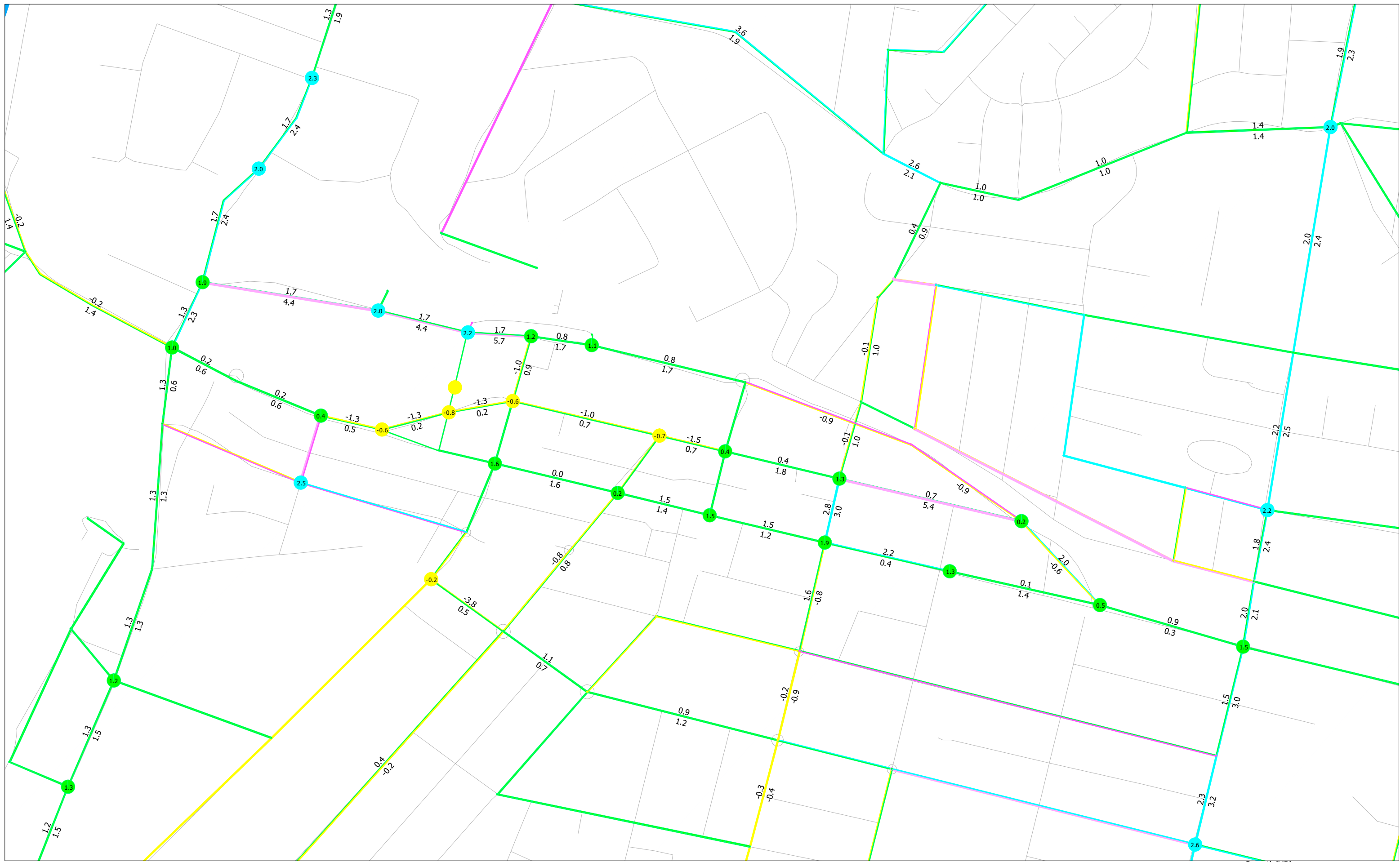
*not available for public parking*

## Appendix C

### Strategic Traffic Model (Traffic Growth Per Year 2016-2026)

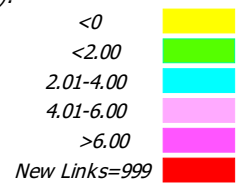


# ROAD TRAFFIC GROWTH (%YR, 2HRSPK) LINKS & INTERSECTIONS

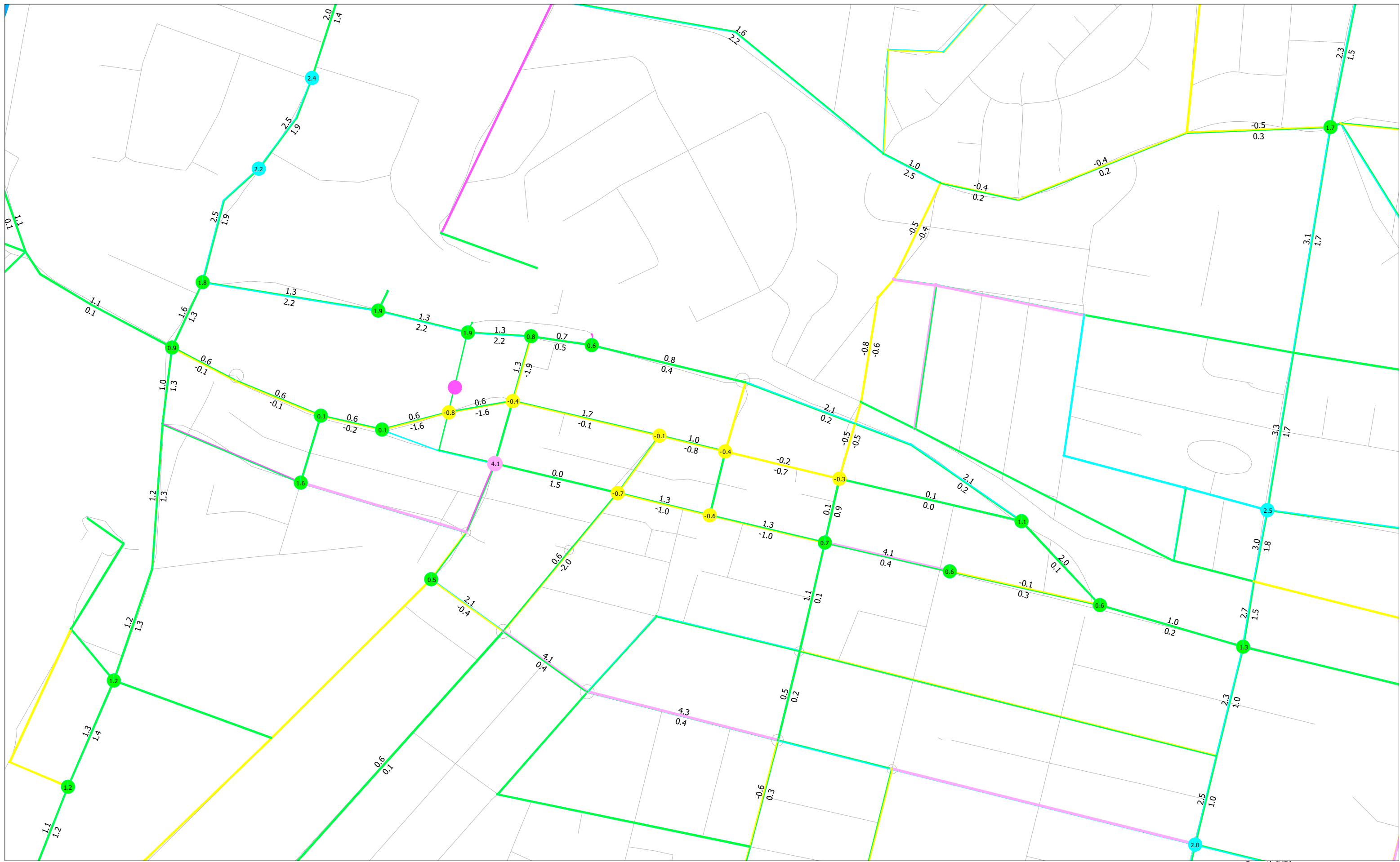


2011TZ SYDNEY GMA STRATEGIC TRAFFIC FORECASTING MODEL  
 Scenario 2026: 2026 SYDNEY TRAFFIC FORECASTING MODEL(LU2016V1.3)7-9AM(mf34)  
 2018-04-06 13:50

Growth(YR):

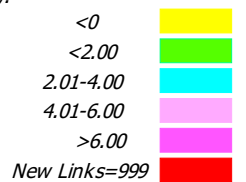


# ROAD TRAFFIC GROWTH (%YR, 2HRSPK) LINKS & INTERSECTIONS



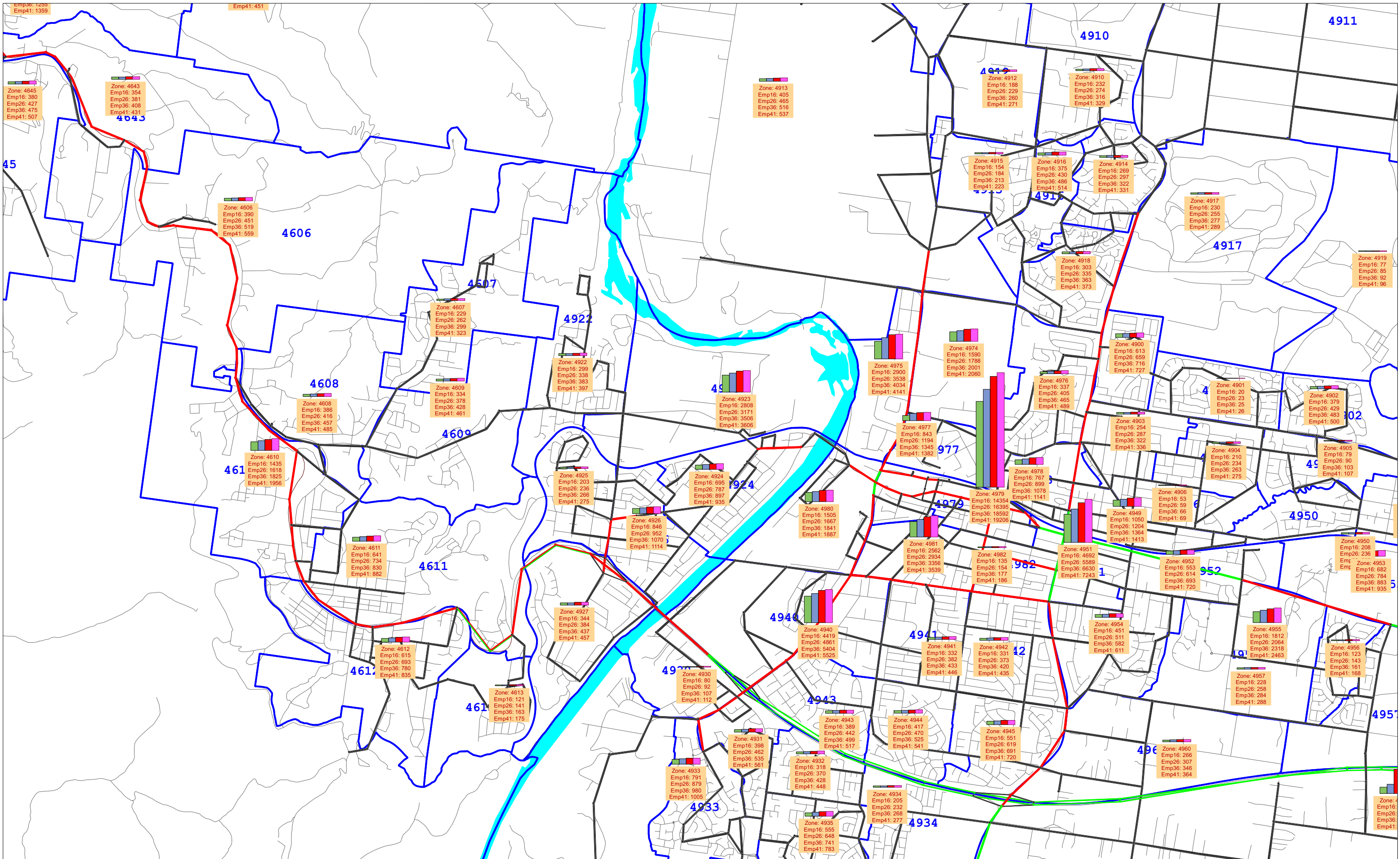
2011TZ SYDNEY GMA STRATEGIC TRAFFIC FORECASTING MODEL  
 Scenario 20260: 2026 SYDNEY TRAFFIC FORECASTING MODEL(LU2016V1.3)4-6PM(mf54)  
 2018-04-06 13:53

Growth(YR):



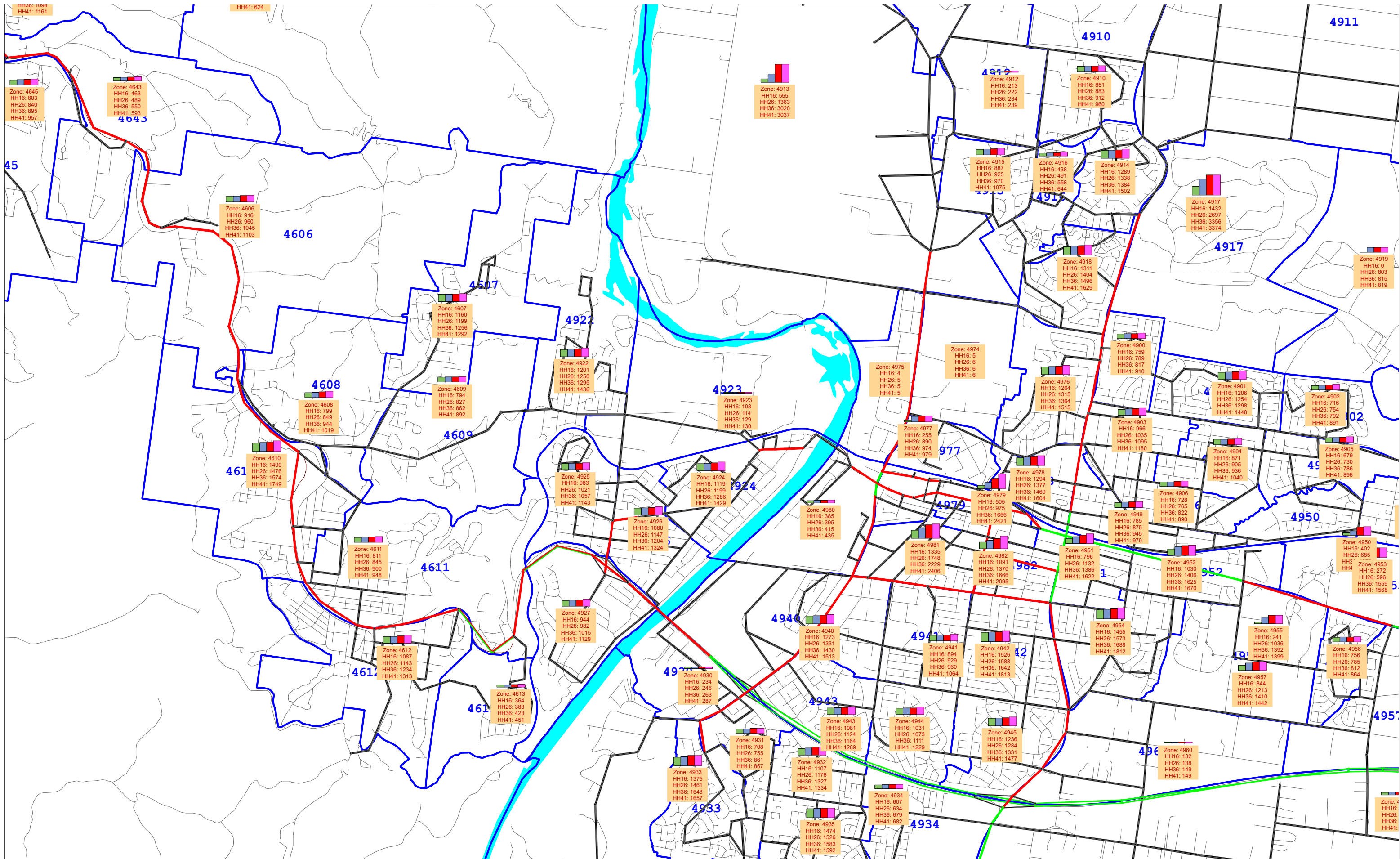


LU\_HHs&EMPs\_ZONAL\_DATA





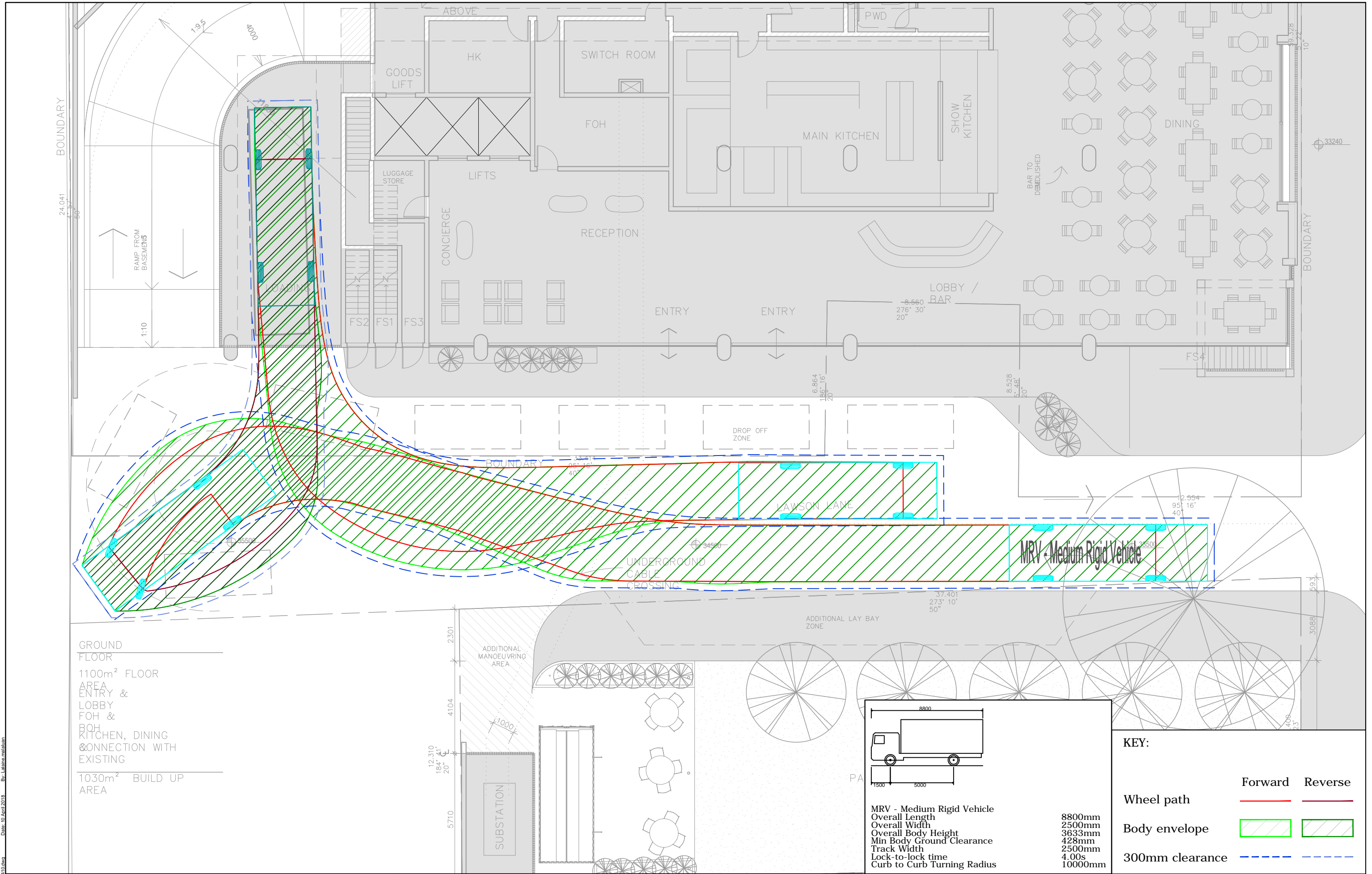
LU\_HHs&EMPs\_ZONAL\_DATA





## Appendix D

### Swept Path Assessment



MRV - Medium Rigid Vehicle  
Overall Length 8800mm  
Overall Width 2500mm  
Overall Body Height 3633mm  
Min Body Ground Clearance 428mm  
Track Width 2500mm  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 10000mm

**KEY:**

	<b>Forward</b>	<b>Reverse</b>
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	LM	DL	DL	10/04/18

**The Transport Planning Partnership**

Suite 402, 22 Alchison Street  
St. Leonards NSW 2065  
Tel: 02 9437 7800  
Email: info@tpp.net.au

PROJECT

THE AUSTRALIAN ARMS HOTEL, PENRITH

TITLE

MRV SWEEP PATH (NO TURNTABLE)

DWG No.

FIGURE 2

DATE STAMP

10 APRIL 2018

PROJECT No.	SCALE	REV.
18054	1:150 @A3	A

The Transport Planning Partnership  
Suite 402 Level 4, 22 Atchison Street  
St Leonards NSW 2065

P.O. Box 237  
St Leonards NSW 1590

02 8437 7800

[info@tpp.net.au](mailto:info@tpp.net.au)

[www.tpp.net.au](http://www.tpp.net.au)

## APPENDIX 5

### Proposed Penrith LEP 2010 Maps



# Penrith Local Environmental Plan 2010

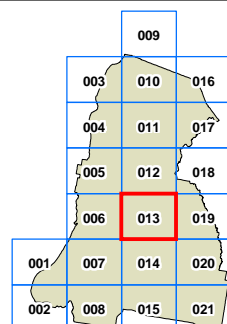
## Height of Buildings Map - Sheet HOB\_013

### Maximum Building Height (m)

A	0
C	5
I	8.5
J	9
K	10
M1	12
M2	12.5
O	15
P	18
Q1	19
Q2	20
R	21
S	24
T	27
U	32
Z	56
AB	80
Refer to Clause 7.16, 8.2 & 8.4	

### Cadastre

Cadastre 13/08/2018 © Penrith City Council



200 0 200 400 600  
Metres

Projection: GDA 1994  
MGA Zone 56

Scale: 1:20,000 @ A3

Map identification number:  
6350\_COM\_HOB\_013\_020\_20180813





Floor Space Ratio Map -  
Sheet FSR\_013

Maximum Floor Space Ratio (n:1)

A	0
B	0.4
D	0.5
H	0.7
I	0.75
N	1
O	1.1
S1	1.5
S2	1.6
T	2
U	2.5
V	3
W	3.5
X	4

**Cadastre**  
Cadastre 13/08/2018 © Penrith City Council

