
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/9815/jj

20 October, 2015

Scentre Group
PO Box 4004
SYDNEY NSW 2000

Transport Planning
Town Planning
Retail Studies

Attention: Edward Eve
Email: EEve@scentregroup.com

Dear Sir,

RE: PENRITH SHOPPING CENTRE
PROPOSED MODIFICATIONS TO RILEY STREET PRECINCT

1. As requested, we are writing in response to matters raised by Penrith City Council regarding the proposed modifications to the Riley Street precinct of the Westfield Penrith shopping centre. We previously prepared a traffic report⁽¹⁾ which was submitted with the development application.
2. In an email dated 7 October 2015, Penrith City Council raised a number traffic matters. These matters, and our responses, are set out below:
 - ❑ *Retention of the bus bay;*
 - ❑ *Compliance with the minimum width of accessible parking space;*
 - ❑ *Investigate the option of narrowing the roadway for traffic calming;*
 - ❑ *Investigate the option of providing a blister outside the cinemas;*
 - ❑ *Retention of taxi rank and 1/2P parking spaces;*
 - ❑ *Demarcation for emergency/police vehicles;*
 - ❑ *RMS requirement regarding shared zone, integration and self-enforcement;*
 - ❑ *Indefinite timeframe for the proposed transport interchange;*
 - ❑ *Justifications for the proposed relocation of 1/2P parking spaces into the basement car parking levels;*
 - ❑ *Issues associated with passengers getting out of vehicles on the eastern side of Riley Street;*
 - ❑ *Scentre Group's Traffic Consultant is to conduct a safety assessment.*

⁽¹⁾ "Traffic Report for Proposed Alterations to Westfield Shopping Centre, Riley Street, Penrith", August 2015, Colston Budd Hunt & Kafes Pty Ltd.

3. A revised concept plan for Riley Street has been prepared to address the above matters raised by Council. The revised plan includes the following traffic management measures:-
- ❑ as set out in the traffic report which supported the development application, it is proposed to increase outdoor seating associated with the existing restaurant tenancies to some 280 seats (an additional 40 outdoor seats);
 - ❑ relocation of the existing shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone (two spaces) to allow widening of the footpath area on the western side of Riley Street (south of the signalised crossing);
 - ❑ modifications to on-street car parking arrangements on the western sides of Riley Street (north of the signalised crossing) to accommodate the relocated shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone;
 - ❑ retention of the existing bus bay on the western side of Riley Street;
 - ❑ incorporation of a painted kerb blister on the western side of Riley Street separating the proposed shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone (two spaces) and the existing bus bay;
 - ❑ retention of the existing taxi rank on the eastern side of Riley Street;
4. In association with the proposed modification to Riley Street, Council have suggested narrowing Riley Street at the existing signalised pedestrian crossing for traffic calming. The revised concept plan incorporates a 5 metre wide one-way traffic lane at the signalised crossing. This width will provide for buses and general traffic circulation, and will allow for two cars to pass in the event of a breakdown.
5. It is proposed to relocate the existing shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone (two spaces) into the existing 5 minute parking zone on the western side of Riley Street north of the pedestrian signals. The existing adjacent bus bay on the western side of Riley Street will be retained at some 30 metres in length, suitable for two buses.
6. The shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone and the existing bus bay will be separated by a painted kerb blister within the existing indented bay. In accordance with the Australian Standard for Parking Facilities Part 5 On-Street Parking (AS2890.5), the disabled pick-up/drop-off zone will be 3.2 metres wide by 7.8 metres long, with appropriate

draw-in and draw-out tappers, and kerb ramps located at either end of the zone. The shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone will be line marked and signposted in accordance with the Australian Standards. It will be of similar size to the existing zone and will provide convenient access for emergency services, Australia Post and disabled vehicles. The proposed arrangements are therefore considered appropriate.

7. In association with the revised concept plan for Riley Street, it is proposed to retain the existing taxi zone and kerbside parking within the existing intended bay on the eastern side of Riley Street. The taxi zone will be maintained at the southern end of the bay and the existing ½P parking spaces (four spaces) are proposed to be changed to 5 minute parking.
8. In a letter dated 2 June 2015, Council indicated that 5 minute parking in Riley Street was implemented due to high demand for quick turnover spaces by the general public and the Penrith Police in the city centre. It is therefore proposes to retain the 5 minute parking in Riley Street by changing the existing ½P parking spaces on the eastern side of Riley Street to 5 minute parking. The four existing ½P parking spaces could easily be accommodated within the existing shopping centre car park of some 3,680 spaces. The car park provides 3 hours free parking with convenient access to/from the surrounding road network, including exit ramps in Riley Street. The relocation of these space into the shopping centre car park is therefore considered appropriate because:
 - ❑ it will allow for the removal of the existing indented parking bay on the western side of Riley Street, resulting in improved pedestrian flow and amenity;
 - ❑ the shopping centre car park will easily accommodated the relocation of these spaces; and
 - ❑ the car park provides 3 hours free parking with convenient access to/from the surrounding road network, including exit ramps in Riley Street.
9. The proposed traffic management measures shown on the revised concept plan for Riley Street will be designed in accordance with Australian Standard and Council's design guidelines, and are considered appropriate.

Colston Budd Hunt & Kafes Pty Ltd

10. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD HUNT & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'S. Kafes', written in a cursive style.

S. Kafes
Director