

5 August 2015

Westfield Penrith Access Report 1

Methodology

This Access Australia (AA) Access Report relates to instructions and documents received to date from Scentre Group / Westfield regarding Westfield Penrith Shopping Centre, Penrith NSW.

AA Riley St site inspection was held with Westfield personnel on 12 June 2015.

AA reports and recommendations relate to the ABCB (Australian Building Codes Board) 2010 DDA Access to Premises Standard (APS) and current BCA access requirements. The intent of the APS is to harmonise BCA access provisions with the complaints based DDA.

Access provisions are to comply with relevant Australian Standards, including current AS1428.1 - 2009, AS1428.2 - 1992, AS1428.4.1 - 2009, AS1735.12 - 1999, AS2890.6 - 2007 and Penrith Council access requirements as applicable.

DDA complaints can be lodged in relation to existing and or proposed buildings and services. Accordingly AA provides a risk management approach, and recommends access modifications / retrofit to existing premises in conjunction with accessible new works and services.

AA directors are accredited members of the ACAA (Association of Consultants in Access Australia).

Scope & Criteria

AA provided Penrith Plaza access consultancy services to Lend Lease in 2004 and 2005. AA current scope includes

- ❖ Access site inspection to review existing conditions at and adjacent to Riley St
- ❖ Access review of documents provided and discussions as required
- ❖ Preparation of draft and completed Access Report with commentary and recommendations

Penrith Council requirements

Penrith Council Transport Access & Parking DCP 2014 requires parking to comply with the APS, BCA, AS2890 and AS1428.

Clause 10.6 Pedestrian Connections *Objectives* include

To provide a safe, convenient and legible movement network for people with diverse abilities, including those using wheelchairs. Mobility scooters, people with prams, small children, elderly people

Clause 10.6 Controls include

To enable comfortable passage for all people with diverse abilities, footpaths must be

- i) Provided on both sides of the road in urban areas*
- ii) A minimum of 1.5m wide along collector and all lower order streets*
- iii) A minimum of 2.5m on approach routes to predictable destinations such as schools, parks and shopping precincts (3m paths or wider are preferred)*

A smooth transition from ramps to roads is to be provided for people using wheelchairs or prams

Ramps should be designed in accordance with appropriate design guidelines and be as wide as the pathway or marked crossing point to eliminate squeeze points at transition areas

Penrith City Council DA Pre-lodgement meeting with Scentre Group representatives on 12 May 2015 included the following advice

BUILDING REQUIREMENTS

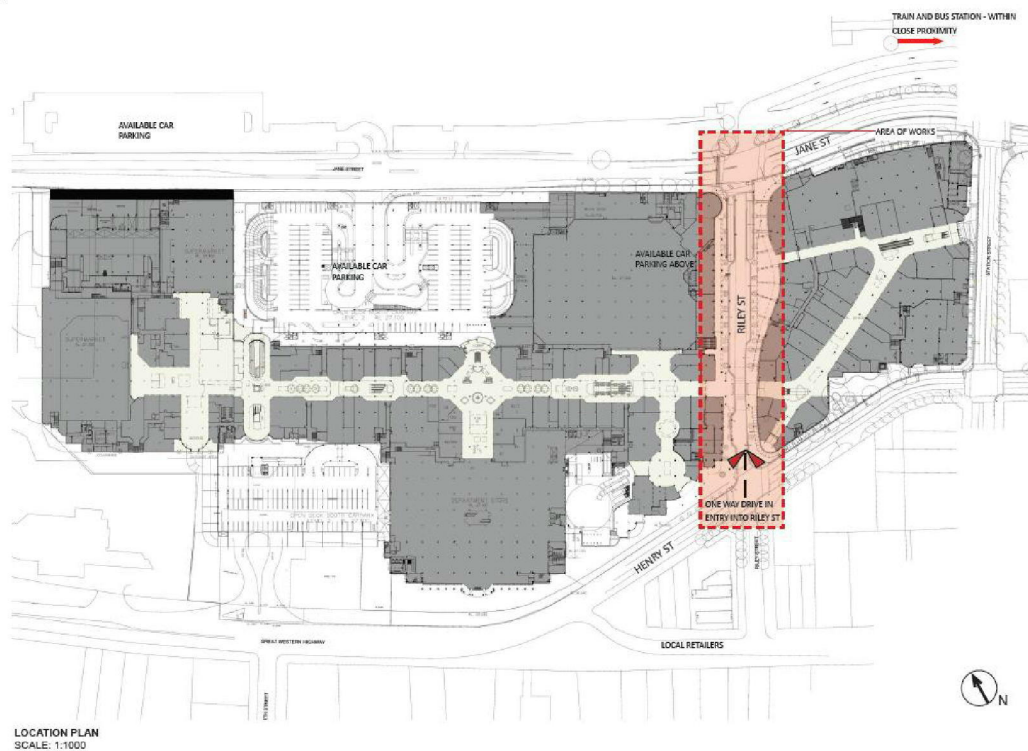
- Distance of separation between building and cabana is 3.5m.
- Council's current Access Map is tabled.
- The proposed cabanas shall demonstrate that the accessible path of travel will not be interrupted.
- Outdoor smoking policy prohibits smoking in outdoor dining area.
- The proposal shall demonstrate connectivity with High Street will be maintained especially in the southeast corner to prevent internalisation of the shopping centre.
- The proposal shall not result in any adverse impact on sightline..
- Increase in outdoor dining area must commensurate with amenity facilities. Given the concept of the restaurant precinct, amenity facilities shall be provided within each restaurant rather than relying on the centre facilities.
- The proposal requires presentation to Council's Access Committee and as such an Access Report is required. It is therefore suggested that an Access Consultant is engaged.

Note:

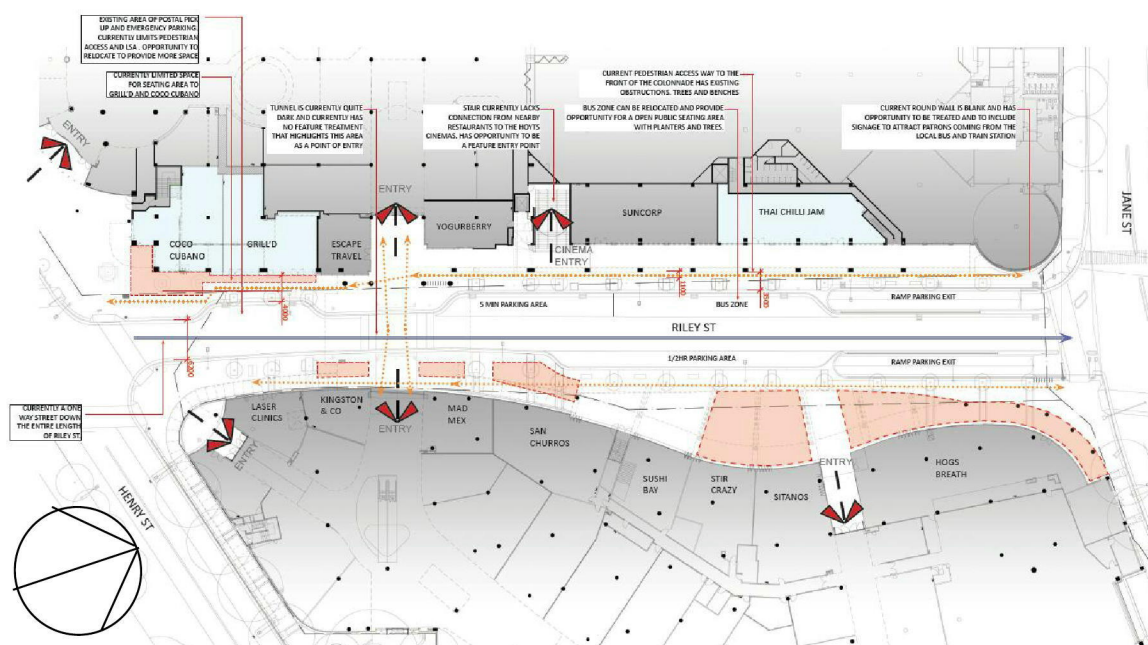
Scentre Group has advised that cabanas are no longer part of the proposed works and additional restaurant amenities are not proposed as part of the new works.

Existing conditions

Riley St provides one way north vehicular traffic and pedestrian footpaths both sides, provided access to and within Penrith Plaza.



Location plan



Existing Riley St conditions

The Riley St south intersection at Henry St has signalised crossings, kerb ramps and generally complying tactile indicators in the direction of travel.



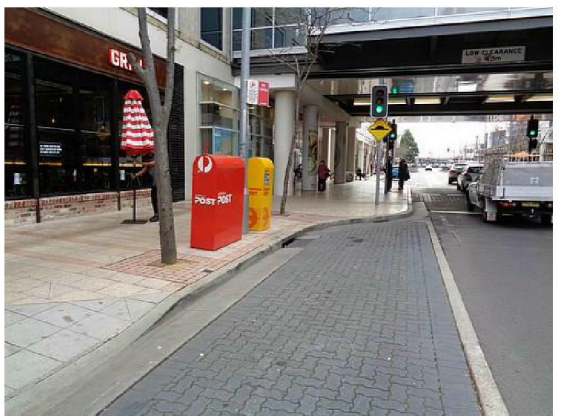
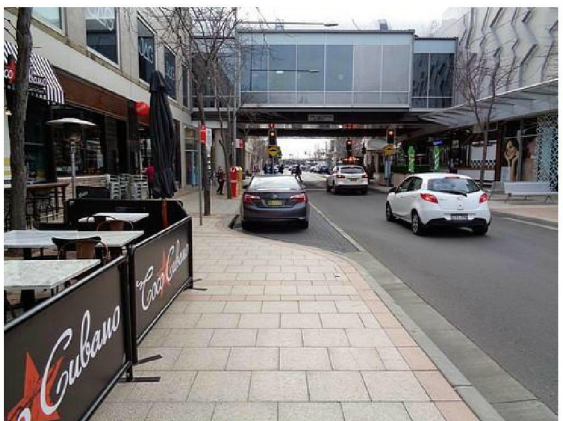
Riley & Henry Sts intersection



Riley St SW section includes outdoor restaurant seating and Emergency vehicles pull-in area 2.9m± wide x 15m± long, 150± high kerb & grates with 20± openings.



Riley St SW section



SW emergency vehicles



Riley St SW section pedestrian paths of travel (POT) are 2m± to 5m± wide and post box slots are 1400± high.

The emergency pull-in signage states '*No Stopping. Emergency services disabled setdown and Australia Post vehicles excepted*'.

A raised pedestrian crossing centrally in Riley St links Penrith Plaza east and west sections, with signalised crossing and bollards providing minimum 1500± wide POTs.

Cobble stone paving at crossing approach is not accessible.



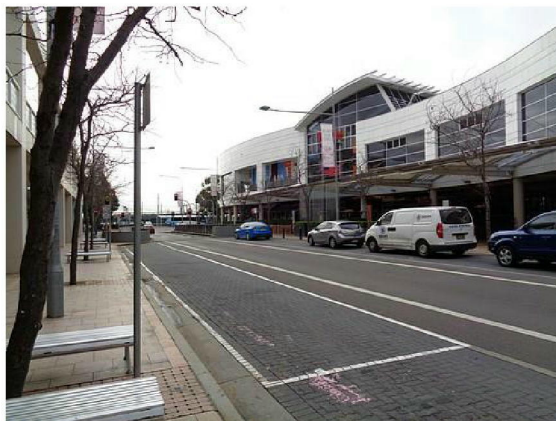
Penrith Plaza / Riley St crossing



Riley St NW provides 5 minute drop-off area and bus stops, 3.4m± wide x 35m± long with 150± kerb and grates with 20± openings and 1m± wide bike lane.



Riley St NW section



The NW drop-off provides safe access for vehicle passengers to the footpath.

Seating, public phone and trees with irregular paving obstruct the path of travel. Adjacent colonnade is 4m± wide.



Riley St NW – paths of travel



Low floor accessible buses provide services to Penrith areas.



Riley St NW public phone



Accessible low floor bus service

Riley St NE section is designated for taxis and half hour parking. The NE vehicular area is flush with adjacent footpaths, without a kerb.

The taxi and parking areas are 2.9m wide with a 1m bike lane and 1m wide tactile indicators at footpath junction. The taxi area is 10m± long and the half hour parking zone is 35m± long.

The NE section provides the preferred accessible parking location and during the AA inspection a vehicle with a wheelchair passenger unloaded in the taxi zone.

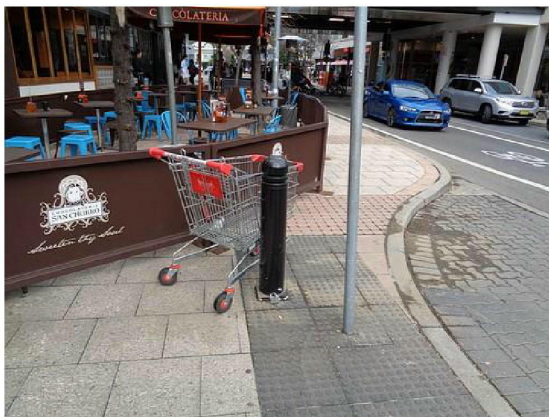


Riley St NE section – taxi area

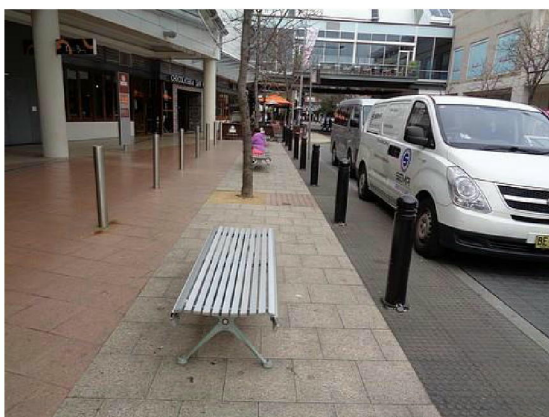


Pedestrian POT is restricted to 800± between bollards and other obstructions at the south end of the taxi zone.

Main SE pedestrian footpaths are located adjacent to facades with 2.5m± to 3m± POTs generally. Paving and seating is in the direction of travel.



Riley St NE – paths of travel



Riley St NE – paths of travel



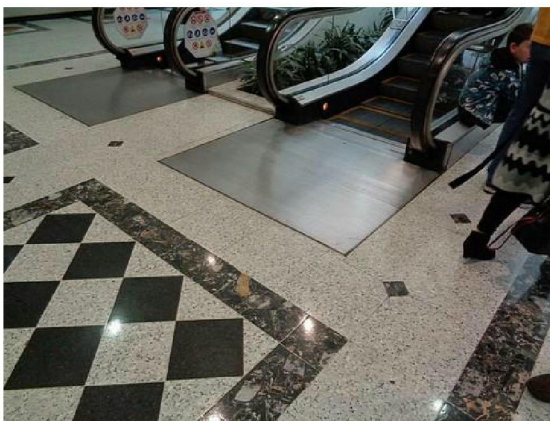


Riley St SE section – paths of travel



Pedestrian POTs provide access to Penrith Plaza.

Escalators provide base plates with generally complying luminance contrast.



Penrith Plaza escalators



Existing accessible toilet

The Master Plan relocates emergency vehicles NW of the central pedestrian crossing with adjacent accessible bus stops, and NE accessible drop-off and parking areas. Refer attached 22 July 2015 NSW Police Force letter.



The Master Plan provide a range of options and AA recommendations include

- ❖ Pedestrian POTs to provide consistent orientation on east and west sides of Riley St
- ❖ Provide minimum 1.5m wide footpaths east and west of Riley St, preferably 2.5m wide
- ❖ Install 300 wide detectable directional paving with minimum 30% luminance contrast to adjacent surfaces between POTs and seating areas, and 600 wide detectable warning indicators at bus stops
- ❖ Locate accessible parking drop-off NE of the central pedestrian crossing
- ❖ Seating to provide backs and armrests

AS/NZS 2890.6:2009

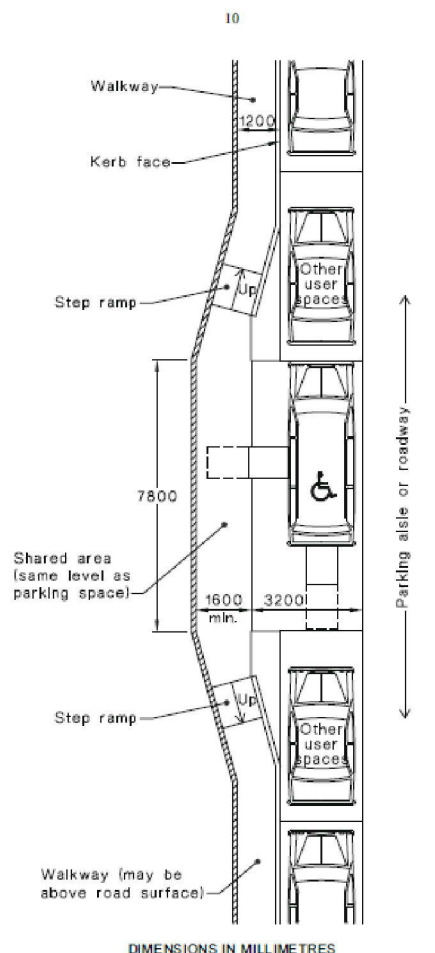


FIGURE 2.5 EXAMPLE OF A PARALLEL PARKING SPACE WITH SHARED AREA AT SAME LEVEL—DIMENSIONS FOR AUSTRALIA ONLY*

Accessible parallel parking

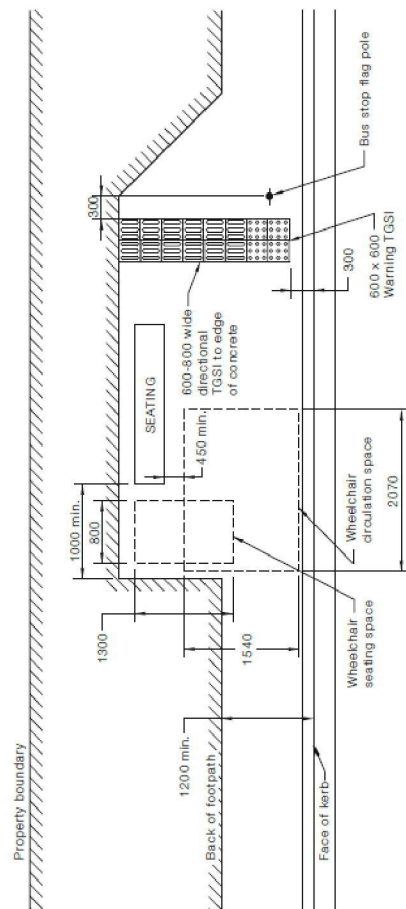


FIGURE D1 BUS STOP WITHOUT SHELTER—SET BACK FROM FOOTPATH

Tactile extracts – general & bus stop

Access Compliance

Based on information provided to date, AA considers the current planning and design meets applicable access codes and legislation, consistent with the DDA – subject to compliance with this AA Access Report and recommendations.

Access compliance requires access inspections during construction, to review, assess and report on access compliance or non-compliance.

Access Certification and sign-off can be provided on satisfactory resolution and completion of all access related issues.

Mr Paul Stonebridge,
Centre Manager,
Scentre Group SCM,
Westfield Shopping Centre,
Penrith.



22 July 2015.

Relocation of emergency services parking bays on Riley Street, Penrith.

Dear Paul,

I am following up on our discussions and subsequent meeting in Riley Street, Penrith on the 26 June 2015. As you will recall, we discussed the planned development of the area on the south western curb alignment of Riley Street, which impacts upon the current designated parking area for emergency services and Australia Post vehicles (hereafter referred to as 'the parking bay').

Riley Street is a one way road, running north from High Street, across Henry Street to Jane Street. The intersections for Riley Street at High Street, Henry Street and Jane Street are controlled by traffic control lights. There is a further set of traffic control lights to manage a pedestrian crossing on Riley Street between Henry Street and Jane Street. The pedestrian crossing traverses east to west across Riley Street. The area of Riley Street between Henry Street and Jane Street is a recognised dining precinct for the Penrith Central Business District, designed to attract a high volume of pedestrian traffic.

During the course of the discussion, it was proposed to move the parking bay in Riley Street from its current location to the immediate north of the pedestrian walkway, remaining on the western side of the road. It was agreed that the parking bay would remain the same length, and would precede the bus parking area on the same side of Riley Street.

After the site inspection and discussions with Superintendent Alex Scott of NSW Fire and Rescue, and Superintendent Ross Chivers, NSW Ambulance, there is no impediment from an emergency services perspective on the proposal. Moreover, the relocation of the parking bay removes vehicular obstacles and subsequently providing for greater visibility on the part of both pedestrians and motorists in Riley Street to identify the movement of each other as they go about their activities. The area is clearly desirous of attracting more pedestrian patronage for the collective restaurants and eateries in the precinct and making the visibility and hazard identification easier for motorists and pedestrians is a key feature of the proposal and is reasonably likely to reduce risk of collisions involving pedestrians. There is also the capacity for emergency services vehicles to occupy the bus bay adjacent to the proposed parking bay and be collated together at times requiring an emergency response to the area.

I support the proposed relocation of the parking bay.

Yours sincerely,

Brett McFadden,
Superintendent.

PENRITH LOCAL AREA COMMAND

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