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29 September 2010

Dear Sir or Madam

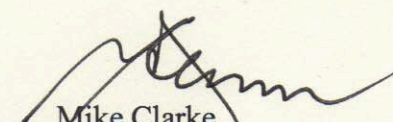
BUILDING/ DEVELOPMENT APPLICATION NO. TBA10-06520P2
LOT 20 DP 880763 NO 326 CAMDEN VALLEY WAY NARELLAN

The Members of the Mine Subsidence Board approved this application subject to:

The final drawings to be submitted prior to commencement of construction, contain a certification by a qualified structural engineer, to the effect that any improvement constructed to meet the specifications of such final drawings will be safe, serviceable and repairable taking into account the following mine subsidence parameters:

- a) Maximum vertical subsidence of 150 mm
- b) Maximum ground strains of ± 2 mm/m
- c) Maximum tilt of 2 mm/m
- d) Maximum radius of curvature of 8000 metres

Yours faithfully


Mike Clarke
Secretary

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05 OCT 2010	
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NARELLAN TOWN CENTRE

NARELLAN TOWN CENTRE STAGE 5

ACCESSIBILITY REVIEW

Morris-Goding Accessibility Consulting

FINAL

29th November 2010

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1. EXECUTIVE SUMMARY

The Access Review Report is a key element in the design development of the Narellan Town Centre Stage 5 re-development and an appropriate response to the AS1428 series, Building Code of Australia (BCA), and ultimately the Commonwealth Disability Discrimination Act (DDA).

Morris-Goding Accessibility Consulting has prepared the Access Report to provide advice and strategies to maximise reasonable provisions of access for people with disabilities.

The Stage 5 works have been reviewed to ensure that ingress and egress, paths of travel; circulation areas, car parking, toilets and external linkages comply with the relevant statutory guidelines. Some areas of the existing development have been considered in response to Camden Council's request for additional information, however it should be noted that Stages 1-4 have been subject to previous DA applications and are not part of the new works.

In general, the Stage 5 development has accessible paths of travel that are continuous throughout. In line with the report's recommendations, the proposed new development has demonstrated a reasonable degree of accessibility. The Development Application drawings indicate that compliance with statutory requirements, pertaining to site access, common area access, accessible parking and accessible sanitary facilities, can be readily achieved.

The recommendations in this report are associated with detailed design and should be addressed prior to the construction certificate.

The main recommendations that have arisen from the access review include:

- (i) Provide an accessible toilet facility as part of the new Stage 5 development to ensure equitable access for people with disabilities.
- (ii) Ensure the new accessible toilet facility is designed in compliance with AS1428.2 and the draft DDA Premises Standard.
- (iii) Provide 1:8 kerb ramps at the new Taxi Stand in accordance with AS1428.1.
- (iv) Ensure 1:8 continuous kerb ramp at Set-Down Area is compliant with AS1428.1.

2. INTRODUCTION

2.1. General

“Narellan Town Centre” has engaged Morris-Goding Accessibility Consulting, to provide a design review of the proposed Narellan Town Centre Stage 5 re-development.

The review has been sought in response to Camden Council’s request for additional information regarding Development Application 658/2010 dated 7th September 2010. In particular, Camden Council’s point 1(i), and supplied documentation from the Narellan Access Community Advisory Group. The requirements of the investigation are to:

- Review supplied drawings of the proposed Stage 5 development;
- Consider and respond to Camden Council’s point 1(i) and Memo from Narellan Access Community Advisory Group;
- Provide a report that will analyse the provisions of disability design, and
- Recommend solutions that will ensure the design complies with the Disability Discrimination Act (DDA), Building Code of Australia (BCA) and AS 1428 series.

2.2. Background

The Narellan Town Centre site is located between Camden Valley Way, Queen Street, Elyard Street and Somerset Avenue, Narellan NSW. It is an existing Shopping Centre which currently extends over 2 levels. It is comprised of various department stores, supermarkets and specialty stores. On-site car parking is provided for approx. 1,553 cars.

The proposed Stage 5 re-development will increase the current car parking capacity and add a discount department store to the existing Shopping Centre. The works include: reconfiguration of the existing basement and retail level car parks with new mall entrances, drop off area and taxi stand provided; a new roof deck car park and a discount department store at retail level. An approx. total of 311 additional car spaces will be provided between the basement, retail and roof deck levels, thus providing an approx. total of 1864 car spaces within the site.

2.3. Objectives

The report considers user groups, who include staff and members of the public. The Report attempts to deliver equality, independence and functionality to people with disabilities.

The Report seeks to provide compliance with the DDA. In doing so, the report attempts to eliminate, as far as possible, discrimination against persons on the ground of disability and ensure, as far as practicable, that persons with disabilities have the same rights to equality before the law as the rest of the community.

2.4. Statutory Requirements

The following standards are to be used to implement the Report:

- AS 1428.1 - (80% of people with disabilities accommodated)
- AS 1428.2 - Enhanced Access (where relevant)
- AS 1428.4 - (Tactile Ground Surface Indicators)
- AS2890.1 - (Car Parking)
- BCA - Building Code of Australia
- DDA - Disability Discrimination Act
- Draft DDA Access to Premises Standards 2010 (DDA Access Code)
- Camden Council DCP 2006 Part D

3. INGRESS & EGRESS

3.1. New Mall Main Entry (Stage 5)

There is a new main entry to Mall at the retail level from the car park area. There appears to be appropriate wheelchair access to the Shopping Centre via a new kerb ramp directly in front of proposed main entry doors.

The kerb ramp and connecting pathway provide approx. 2000mm clear width and appropriate circulation areas to allow 2 wheelchair users to pass each other in accordance with the draft DDA Premises Standards and AS1428.2.

Entry to the Mall (FFL 89.050) is via automatic sliding doors which appear to provide appropriate clear width and circulation areas compliant with draft DDA Premises Standards and AS1428.2.

Recommendation:

- (i) Ensure that 850mm min. clear width is provided at main entry, compliant with AS1428.2.
- (ii) Ensure kerb ramp is constructed in accordance with AS1428.1.

3.2. Alternate Mall Entries

There is a new alternate entry to Mall at the retail level from the car park area. This is near the proposed set down/drop off area and new travelators 1 & 2.

The pathway to the alternate entry provides greater than 1800mm clear width and appropriate circulation area to allow 2 wheelchair users to pass each other in accordance with the draft DDA Premises Standards and AS1428.2.

There is an existing entry to Mall (Stage 1) at the retail level via the car park from Somerset Avenue. This is located adjacent to the proposed new taxi stand.

Both of these alternate entries to the Mall are via automatic sliding doors which appear to provide appropriate clear width and circulation areas compliant with draft DDA Premises Standards and AS1428.2.

Recommendations:

- (i) Ensure that 850mm min. clear width is provided at new alternate entry, compliant with AS1428.2.

3.3. Emergency Egress

The main entry points at the retail level car park area are the most appropriate means of accessible emergency egress to an external area from the Shopping Centre.

Recommendations:

- (i) New fire egress doors should have a clear width of not less than 850mm (920mm door leaf) in accordance with AS1428.2 (to afford some degree of safety refuge).

- (ii) Ensure the emergency alarm systems have provision for visual and audio warnings and signals (advisory).

4. PATHS OF TRAVEL

4.1. Existing Stages 1 - 4

The main pedestrian access into the Shopping Centre and the paths of travel between the basement and retail levels are existing and operational. These paths of travel have been subject to previous DA applications and are not part of the Stage 5 works.

The main existing pedestrian access paths to the Shopping Centre include:

- Retail level entry (Stage 4) from the Elyard Street footpath,
- Basement level entry (Stage 3) from the Queen Street footpath,
- Retail level entry (Stage 1) via pathway adjacent to existing car park from Somerset Avenue,

The basement level contains a small number of existing retail tenancies (stages 2 & 3) and car parking (stages 2-5). Access to these retail areas is from the Queen Street entry and from the Stage 2 car park.

There is an existing passenger lift and stair which connects the basement car park to the retail level (and upper cinemas). The lift is located in the stage 4 car park near Elyard Street and does not provide ease of access for people with disabilities when moving from the basement and retail levels.

The main vertical access is provided by existing travelators (stages 2 & 3). This is a potential DDA issue due to the fact that many people with disabilities are unable to use travelators and the lift facility to retail level is not in close proximity.

Recommendations:

- (i) See Section 5.4 Car Parking.

4.2. Stage 5 Pathways

The new Stage 5 entrances to Mall are from the retail level car park. They provide appropriate accessibility to the retail tenancies (Stages 1-5) which are located on this level of the Shopping Centre. These include the proposed discount department store, existing department store, supermarkets, speciality shops and the Stage 1 medical centre.

There appear to be continuous accessible paths of travel leading to the new Discount department store from the new and existing Shopping Centre entrances on the retail level. The paths of travel have appropriate circulation areas that will allow two wheelchair users the space to pass one another in accordance with AS1428.2 and the draft DDA Premises Standards.

There is an existing pathway leading from Camden Valley Way which is proposed to link to the new travelators 1 & 2 (basement level), as part of Stage 5 works. Due to the existing site levels in this area the gradient of the ramped access (steeper than 1:14) is not suitable for people using wheelchairs. This entry point will not be accessible however there are relatively few retail tenancies at the basement level and alternative

accessible pedestrian entries to these retail areas are provided from Queen and Elyard Streets entrances.

The new stage 5 car park (at basement level) does not propose accessible car spaces to be located in this area as the primary retail level is at the 1st floor.

Recommendations:

- (i) Ensure appropriate pathway gradients (1:20 max.) to and throughout the Shopping Centre compliant with AS1428.1.
- (ii) Ensure all landings and circulation areas at the doorways to all new retail tenancies are level (1:40 min.) compliant with AS1428.1.

4.3. Doorways

At this stage of the design, the doors have not yet been detailed.

Recommendation:

- (i) Ensure all common use doorways have 850mm clear widths (920mm door leafs), with a 510mm internal and external latch side clearance, compliant with AS1428.2.

4.4. Existing Passenger Lift

As previously mentioned, there is an existing lift in the Shopping Centre that provides a continuous accessible path of travel between (stage 4) retail level, upper level cinemas and the basement car park.

The lift is suitably situated to capture pedestrian traffic from the Elyard Street entry and provide appropriate wheelchair access to upper level cinemas. However its location in the basement car park (stage 4) may be a potential DDA issue. This is due to the distance to the lift facility from the Queen Street Mall entry/retail tenancies (approx. 100m) and the lack of a designated pedestrian pathway.

The lift facility is part of existing development, subject to a previously approved DA application and is not part of the proposed Stage 5 works.

Recommendations:

- (i) If appropriate directional signage is not already provided at the basement level travelators to identify the path of travel to the existing passenger lift, these should be provided compliant with BCA Part D3.6 and AS1428.1.
- (ii) Consider providing a designated pedestrian pathway to the existing lift facility from the Mall at basement level in the interests of safety for all potential users.

4.5. New Travelators

There are new travelators (01& 02) proposed to connect the stage 5 basement floor car park and retail level. These are accessed at the basement level from the car park and at retail level, adjacent to the Main entry doors from car park.

There are new travelators (03& 04) which are proposed to connect the stage 5 retail level to the new roof deck car park. These are accessed at the retail level near the discount department store and at the rooftop level via the entry lobby from the car park.

The majority of the retail tenancies are located on 1st floor retail level, adjacent to the reconfigured Stage 5 car park. It is for this reason that all new accessible car spaces have been provided in this area.

As no accessible car spaces will be located in the newly configured Stage 5 basement and rooftop car parking areas, the provisions of travelators in lieu of a new passenger lift facility in these new areas is deemed reasonable.

Recommendation:

- (i) Ensure the correct placement of TGSIs at the top and bottom of the travelators in accordance with AS1428.4 and the BCA, to assist people with vision impairment.

5. AMENITIES & FACILITIES

5.1. Accessible Toilets

The retail level currently provides 3 banks of male/female toilets. Of these, 2 provide an adjacent accessible toilet facility (Stages 1 & 4), however the closest toilet bank to the new Discount department store (Stage 2) provides a parents room instead of an accessible toilet.

A new accessible toilet facility is proposed as part of the Stage 5 works. The architect has advised that this facility will be located on the retail level, on the eastern side of new travelators 03 & 04. Whilst this is not directly adjacent to the Stage 2 existing (male/female) amenities the new accessible toilet facility is located in an alternative central location, which is more convenient to the new Discount department store and the Stage 5 car park areas for customers with disabilities. This satisfies the Access Community Advisory Group recommendation and draft DDA Premises Standards.

The basement level currently provides 1 bank of male/female toilets with an adjacent accessible toilet facility, which is appropriate in line draft DDA Premises Standards.

The existing amenities are part of the existing development, subject to previously approved DA applications and are not part of the proposed Stage 5 works. There appear to be appropriate pathways leading to the amenities and it is assumed that the unisex accessible toilets are constructed in compliance with AS1428.1 and Camden Council DCP.

Recommendations:

- (i) Ensure a continuous accessible path of travel, compliant with AS1428.1 to the Stage 5 accessible toilet facility from the public areas of the shopping centre.
- (ii) The Stage 5 accessible toilet facility should be designed in accordance with AS1428.2 and draft DDA Premises Standards. This requires at least 2300mm x 1900mm min dimensions around WC pan. The basin may encroach within this space up to 100mm, compliant with AS1428.1.
- (iii) Appropriate directional signage to the new accessible toilet facility from Stage 5 general areas and from the existing Stage 2 male/female toilets should be provided to ensure equitable access for people with disabilities, compliant with BCA and AS1428.1

5.2. New Taxi stand

The proposed new taxi stand on the retail level has been relocated in line with the Access Community Advisory Group recommendation. The taxi stand is located adjacent to the existing Stage 1 entry to the Mall, which provides both proximity and visibility to/from building entrance for all potential users.

The taxi stand is inset from the vehicular traffic which will improve safety and assist people using wheelchairs moving to and from accessible taxis.

The current drawings do not show any adjacent kerb ramps, which are required to be provided to ensure an accessible path of travel from vehicle set-down area to the adjacent pathway for people using wheelchairs.

Recommendation:

- (i) Provide appropriate 1:8 kerb ramps adjacent to the new taxi stand in accordance with AS1428.1 to ensure an accessible path of travel for people using wheelchairs.

5.3. Set Down Area

A proposed set down area/drop off zone (approx. 15m length) located on the retail level has been provided in line with the Access Community Advisory Group recommendation 5. This location, adjacent to the alternate entry doors to Stage 5 and in close proximity to the main entry doors is appropriate for people with disabilities.

An inset continuous 1:8 concrete layback is proposed to ensure an accessible path of travel, from the vehicle set down area to the pathway leading to the majority of retail tenancies.

This area will be suitable for Community transport buses which may require increased height clearance to normal vehicles. While the drop off area itself is uncovered the adjacent pathway which connects to the Shopping Centre entrances is protected from the weather which will assist people using wheelchairs or mobility aids.

Recommendation:

- (i) Ensure the continuous 1:8 concrete layback has appropriate tapered sides and is constructed in accordance with AS1428.1.

5.4. Car Parking

From the information provided there will be a combined total of 1864 car parking bays provided between the existing Stages 1-4 and new Stage 5 development within the basement, retail and rooftop car park levels. This will include a total of 30 accessible car bays (27 existing and 3 new spaces) which satisfies the BCA Table D3.5 and Camden Council DCP accessible car parking requirements for this type of development.

The car bays provided within the Stage 5 development are distributed as follows:

- The reconfigured basement car park provides 265 car bays, which includes 0 accessible car bays.
- The reconfigured retail level car park contains 151 car bays, which includes 15 accessible car bays.
- The new rooftop car park provides 384 car bays, which includes 0 accessible car bays.

The accessible car bays are distributed as follows:

- Stage 1 (retail level) has 2 existing accessible car bays. These appear to be appropriately located adjacent to existing Mall entry (from Somerset Avenue).

- Stage 2 (basement level) has 6 existing accessible bays. These are located adjacent to existing travelators which is a potential DDA issue due to the lack of an accessible path of travel for people using wheelchairs to main retail areas.
- Stage 3 (basement level) has 4 existing accessible bays. These appear to be appropriately located in close proximity to existing mall entry (from Queen Street) and are connected by designated pedestrian crossings.
- Stage 4 (basement level) has 3 accessible bays. These appear to be appropriately located in close proximity to existing passenger lift (Elyard Street), however they are not connected on a designated pedestrian route to the existing mall entry (Queen Street). As noted previously this is a potential DDA issue.
- Stage 5 (retail level) proposes 15 accessible bays (3 of these are new provisions). 14 bays are located in close proximity to the new Mall main entry (Stage 5) and to the existing shops (stage 1). 1 accessible bay is located in close proximity to the existing commercial building (Camden Valley Way).

The existing accessible car bays are part of the current development, subject to previously approved DA applications and are not part of the proposed Stage 5 works.

The location of the Stage 5 accessible bays at the ends of the 3 parking aisles, (near Stage 1 existing retail) is in accordance with AS2890.1, as an accessible path of travel compliant with AS1428.1 is provided to the new Mall main entry (Stage 5) and Stage 1 existing entry.

The proposal has included 2 new kerb ramps to ensure equitable access for people using wheelchairs from the accessible car spaces to these building entrances.

The Stage 5 accessible car bays provide 3200mm width, which is in accordance with the BCA Part D3.5, AS2890.1 and Camden Council DCP Part D Chapter 1. As this development is expected to receive CC approval prior to the 1 May 2011, it is not required to comply with increased dimensions of the new AS2890.6:2009 car parking standard.

Recommendations:

- (i) Any new accessible car bays must have vertical clearance above the space of at least 2500mm height. The vertical clearance leading to the accessible car bays must not be less than 2200mm, compliant with AS2890.1.
- (ii) Consider providing an additional kerb ramp to existing pathway (Stage 1), adjacent to the second parking aisle, to improve access from these accessible car spaces to the development.
- (iii) Consider relocating the existing 6 accessible car spaces (stage 2) near travelator 2 to the stage 5 car park on retail level to ensure equitable access for people using wheelchairs to the majority of retail tenancies at this level.

6. MISCELLANEOUS

6.1. Lighting

Recommendation:

- (i) In general the maintenance illumination levels should be 150 lux for paths of travel, corridors and stairs, 250 lux for counters. All lighting levels to comply with AS1428.2.

6.2. Signage

Recommendations:

- (i) Provide suitable directional signage to the accessible entrances, accessible car parking, and accessible toilets within the new Stage 5 works.
- (ii) Signage to be in accordance with BCA part D3.6.

Your Reference: DA658/2010
Our Reference: ID 10M1447 SYD10/00552
Contact: Stella Qu
Telephone: 8849 2520

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The General Manager
Camden Council
DX 25807
CAMDEN

Attention: Jasmina Djuric

**ALTERATIONS AND ADDITIONS TO NARELLAN TOWN CENTRE (STAGE 5) – 326
CAMDEN VALLEY WAY**

Dear Sir/Madam,

I referred to Council's correspondence received on 8 July 2010 (Ref. No 658/2010), concerning the abovementioned Development Application which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting held on 28 July 2010.

Below are the Committee's recommendations and RTA's comments on the subject application:

1. The RTA requested that the existing northern most driveway on Somerset Avenue be removed as it is located in close proximity to the existing signalised intersection on Camden Valley Way.

Council advised that this driveway cannot be removed as there is an existing Right of Carriageway behind the existing developments fronting Camden Valley Way and the driveway is an existing use right.

2. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) shall be in accordance with AS 2890.1 – 2004, AS 2890.2 – 2002, and AS 2890.6 – 2009.
3. All vehicles are to enter and exit the site in a forward direction.
4. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements, pedestrian movements and traffic control should be submitted to Council prior to the issue of a construction certificate.
5. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

Page 1 of 2



In accordance with Clause 104 (4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the determination of the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Please refer further inquiries regarding this development application to Stella Qu on 8849 2520 or facsimile 8849 2918.

Yours faithfully

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

Ken Moon
Chairman, Sydney Regional Development Advisory Committee

26 August 2010