ACCESSIBILITY DESIGN REVIEW

APPENDIX S

Sydney Metro City & Southwest

Pitt Street North Over Station Development:

Accessibility Design Review

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Owner	Sydney Metro
Status:	Final
Version:	# 4
Date of issue:	August 2018

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1. Executive Summary

The following report is a review of the Indicative Scheme documentation and provides a summary of the compliance strategy of the proposed works highlighting the key principles of accessibility as well as the technical requirements of a building to ensure the public, staff and visitors, have equitable and dignified use.
The report is prepared in relation to the proposed mixed used development located in Pitt Street, Sydney, NSW.

1.1. Compliance Summary

As members of the Access Consultants Association of Australia (ACAA), we have reviewed the architectural design documents prepared by Architectus (refer appendix A) for compliance with the current building assessment provisions, including (but not limited to) the following:

- Disability Discrimination Act (DDA) 1992.
- Building Code of Australia 2016 and referenced Australian Standards; and
- The Disability Access to Premises (Buildings) Standard 2010

In this regard McKenzie Group Consulting confirm that the project documentation provides appropriate accessibility capable of complying with the BCA & Disability (Access to Premises – Buildings) Standards 2010 and the spirit and intent of the DDA.

1.2. Performance Based Solutions

The assessment of the design documentation has revealed that the following areas require assessment against the relevant performance requirements of the BCA.

Item	BCA Clause	Relevant Performance Requirements	Description
1.	D3.1	DP1	Back of house and operational areas of the hotel will not provide compliant accessible paths of travel for a staff member with a disability.

2. Introduction

Sydney Metro has engaged the services of McKenzie Group Consulting as Accessibility and DDA consultants to conduct a review of the project documentation to ensure that functional and compliant accessibility has been applied to the design. As members of the Access Consultants Association of Australia (ACAA), McKenzie Group Consulting use expert accessibility knowledge to ensure the project complies with the spirit and intent of the Disability Discrimination Act (DDA), within the project scope.

2.1. Purpose of Report

The report is prepared in relation to the proposed mixed used development located in Park Street, Sydney, NSW. This report is limited to the scope of the OSD proposal and does not include the Metro Station Design which is addressed as part of the CSSI approval.

This report provides a compliance overview of the project with respect to achieving compliance with the Building Code of Australia (BCA) and the Disability Discrimination Act (and Disability Standards) (DDA), within the project scope. Detailed Design documentation and compliance assessment will be undertaken as the design develops and as part of subsequent development approvals.

The assessment is provided in two parts, the first relates to areas of compliance that are mandatory under the BCA with the second part relating to recommendations/enhancements that could be adopted to improve building functionality, accessibility and the safety of occupants.

2.2. Background

This report supports a concept State Significant Development application (concept SSD application) submitted to the Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The concept SSD application is made under section 4.22 of the EP&A Act.

Sydney Metro is seeking to secure concept approval for a mixed use tower above the northern portal of Pitt Street Station, otherwise known as the over station development (OSD). The concept SSD application seeks consent for a building envelope and its use for residential accommodation, visitor accommodation and commercial premises, maximum gross floor area (GFA), pedestrian and vehicular access, circulation arrangements and associated car parking as well as the strategies and design parameters for the future detailed design of development.

Sydney Metro proposes to construct the OSD as part of an integrated station development package, which would result in the combined delivery of the station, OSD and public domain improvements. The station and public domain elements form part of a separate planning approval for Critical State Significant Infrastructure (CSSI) approved by the Minister for Planning on 9 January 2017.

As the development is within a rail corridor, is associated with railway infrastructure and is for the purposes of residential or commercial premises with a Capital Investment Value of more than $30 million, the project is State Significant Development (SSD) pursuant to Schedule 1, clause 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). The full extent of the proposed development is also State Significant Development by virtue of clause 8(2) of the SRD SEPP.

This report has been prepared to respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSD application for Pitt Street North on 30th November 2017 which state that the Environmental Impact Statement (EIS) is to address the following requirement:

> *Plans & documents: access/DDA impact statement*

2.3. Overview of the Sydney Metro in its context

The New South Wales (NSW) Government is implementing *Sydney's Rail Future*, a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future (Transport for NSW, 2012). Sydney Metro is a new standalone rail network identified in *Sydney's Rail Future*.

Sydney Metro is Australia's biggest public transport project, consisting of Sydney Metro Northwest, which is scheduled for completion in 2019 and Sydney Metro City & Southwest, which is scheduled for completion in 2024.

Sydney Metro West is expected to be operational in the late 2020s. (Refer to **Figure 1**).

Figure 1: Sydney Metro alignment map

Sydney Metro City & Southwest includes the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and on to Bankstown through the conversion of the existing line to metro standards.

The project also involves the delivery of seven new metro stations, including at Pitt Street. Once completed, Sydney Metro will have the ultimate capacity for 30 trains an hour (one every two minutes) through the CBD in each direction - a level of service never seen before in Sydney.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham application as a Critical State Significant Infrastructure project (reference SSI 15_7400), hereafter referred to as the CSSI Approval.

The CSSI Approval includes all physical work required to construct the CSSI, including the demolition of existing buildings and structures on each site. Importantly, the CSSI Approval also includes provision for the construction of below and above-ground structures and other components of the future ISD (including building infrastructure and space for future lift cores, plant rooms, access, parking and building services, as relevant to each site). The rationale

for this delivery approach, as identified within the CSSI application, is to enable the ISD to be more efficiently built and appropriately integrated into the metro station structure.

The EIS for the Chatswood to Sydenham component of the Sydney Metro City & Southwest project identified that the OSD would be subject to a separate assessment process.

Since the CSSI Approval was issued, Sydney Metro has lodged four modification applications to amend the CSSI Approval as outlined below:

- Modification 1- Victoria Cross and Artarmon Substation which involves relocation of the Victoria Cross northern services building from 194-196A Miller Street to 50 McLaren Street together with inclusion of a new station entrance at this location referred to as Victoria Cross North. 52 McLaren Street would also be used to support construction of these works. The modification also involves the relocation of the substation at Artarmon from Butchers Lane to 98 – 104 Reserve Road. This modification application was approved on 18 October 2017.
- Modification 2- Central Walk which involves additional works at Central Railway Station including construction of a new eastern concourse, a new eastern entry, and upgrades to suburban platforms. This modification application was approved on 21 December 2017.
- Modification 3 - Martin Place Station which involves changes to the Sydney Metro Martin Place Station to align with the Unsolicited Proposal by Macquarie Group Limited (Macquarie) for the development of the station precinct. The proposed modification involves a larger reconfigured station layout, provision of a new unpaid concourse link and retention of the existing MLC pedestrian link and works to connect into the Sydney Metro Martin Place Station. It is noted that if the Macquarie proposal does not proceed, the modification (if approved) would be surrendered. This modification application was approved on 22 March 2018.
- Modification 4 - Sydenham Station and Sydney Metro Trains Facility South which incorporated Sydenham Station and precinct works, the Sydney Metro Trains Facility South, works to Sydney Water's Sydenham Pit and Drainage Pumping Station and ancillary infrastructure and track and signalling works into the approved project. This modification application was approved on 13 December 2017. Given the modifications, the CSSI Approval is now approved to operate to Sydenham Station and also includes the upgrade of Sydenham Station.

The remainder of the City & Southwest project (Sydenham to Bankstown) proposes the conversion of the existing heavy rail line and the upgrade of the existing railway stations along this alignment to metro standards. This portion of the project, referred to as the Sydenham to Bankstown Upgrade, is the subject of a separate CSSI application (No. SSI 17_8256) for which an Environmental Impact Statement was exhibited between September and November 2017 and a Response to Submissions and Preferred Infrastructure Report was submitted to the NSW Department of Planning & Environment (DPE) in June 2018 for further exhibition and assessment.

2.4. Planning relationship between Pitt Street Station and the OSD

While the northern portal of Pitt Street Station and the OSD will form an integrated station development, the planning pathways defined under the *Environmental Planning and Assessment Act 1979* require separate approval for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provisions of Part 4 of the EP&A Act.

For clarity, the approved station works under the CSSI Approval included the construction of below and above ground structures necessary for delivering the station and also enabling construction of the integrated OSD. This included but is not limited to:

- demolition of existing development
- excavation
- station structure including concourse and platforms
- lobbies
- retail spaces within the station building
- public domain improvements
- station portal link (between the northern and southern portals of Pitt Street Station)
- access arrangements including vertical transport such as escalators and lifts
- structural and service elements and the relevant space provisioning necessary for constructing OSD, such as columns and beams, space for lift cores, plant rooms, access, parking, retail and building services.

The vertical extent of the approved station works above ground level is defined by the 'transfer slab' level (which for Pitt Street North is defined by RL 48.00), above which would sit the OSD. This delineation is illustrated in **Figure 2** below.

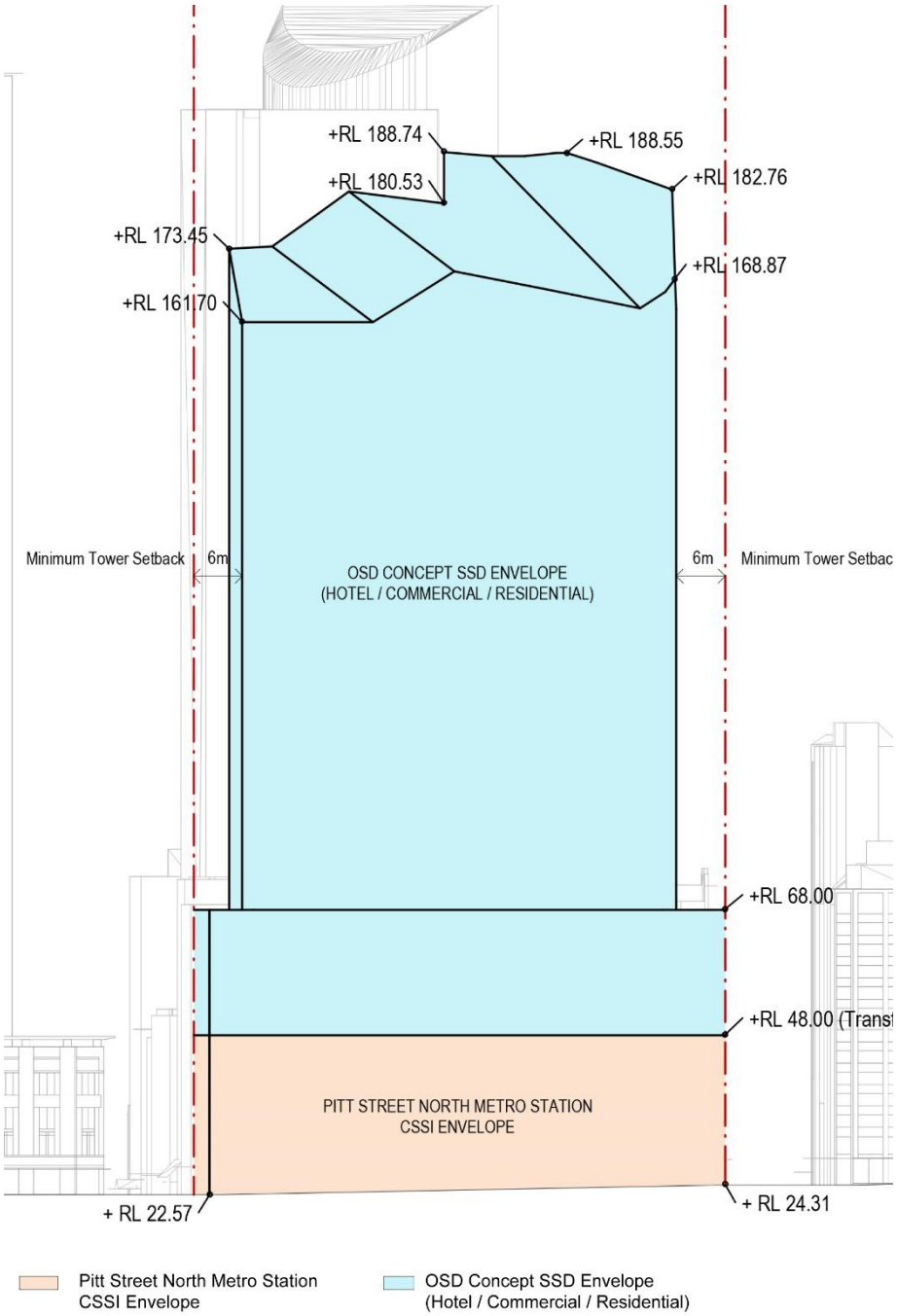


Figure 2: Delineation between station and OSD

The CSSI Approval also establishes the general concept for the ground plane of Pitt Street Station including access strategies for commuters, pedestrians and workers. In this regard, pedestrian access to the station would be from Park Street and the OSD lobbies would be accessed from Pitt Street, Park Street and Castlereagh Street.

Since the issue of the CSSI Approval, Sydney Metro has undertaken sufficient design work to determine the space planning and general layout for the station and identification of those spaces within the station area that would be available for the OSD. In addition, design work has been undertaken to determine the technical requirements for the structural integration of the OSD with the station. This level of design work has informed the concept proposal for the OSD. It is noted that ongoing design development of the works to be delivered under the CSSI Approval would continue with a view to developing an Interchange Access Plan (IAP) and Station Design Precinct Plan (SDPP) for Pitt Street Station to satisfy Conditions E92 and E101 of the CSSI Approval.

The public domain improvement works around the site would be delivered as part of the CSSI Approval.

2.5. The Site

The Pitt Street North OSD site is located at the southern portion of the Sydney CBD block bounded by Pitt Street, Park Street and Castlereagh Street, above the northern portal of the future Pitt Street Station (refer to **Figure 3** below).

Figure 3: Pitt Street Station location plan

The site is located in the City of Sydney Local Government Area. The site (refer to **Figure 4** below) is irregular in shape, has a total area of approximately 3,150 square metres and has street frontages of approximately 28 metres to Pitt Street, 81 metres to Park Street and 48 metres to Castlereagh Street.

The site address is 175-183 Castlereagh Street, Sydney and comprises the following properties:

- Lot 3 in DP 74952
- Lot 1 in DP 229365
- Lot 2 in DP 900055
- Lot 1 in DP 596474
- Lot 17 in DP 1095869
- Lot 2 in DP 509677
- Lot 1 in DP 982663
- Lot 2 in DP 982663
- Lot 3 in DP 61187
- Lot 1 in DP 74367

Figure 4: Aerial photo of Pitt Street North

2.6. Overview of the proposed development

The concept SSD application seeks concept approval in accordance with section 4.22 of the EP&A Act for the OSD above the approved Pitt Street Station (northern portal). This application establishes the planning framework and strategies to inform the detailed design of the future OSD and specifically seeks planning approval for:

- a building envelope as illustrated at Figure 5
- a maximum building height of approximately Relative Level (RL) 189 which equates to approximately 43 storeys including a podium height of RL68 (approximately 45m), which equates to approximately 12 storeys above ground
- a maximum GFA of 49,120 square metres for the OSD component, which equates to a Floor Space Ratio (FSR) of 15.59:1, resulting in a total maximum GFA at the site (including station floorspace) of 50,309 square metres and a total maximum FSR of 15.97:1, including flexibility to enable a change in the composition of land uses within the maximum FSR sought
- conceptual use of the building envelope for a range of uses including commercial office space, visitor accommodation and residential accommodation
- use of the conceptual OSD space provisioning within the footprint of the CSSI Approval (both above and below ground), including the OSD lobby areas, podium car parking, storage facilities, services and back-of-house facilities
- car parking for approximately 50 spaces located across five levels of the podium
- loading and vehicular access arrangements from Pitt Street
- pedestrian access from Pitt Street, Park Street and Castlereagh Street
- strategies for utilities and service provision
- strategies for the management of stormwater and drainage
- a strategy for the achievement of ecologically sustainable development
- indicative signage zones
- a strategy for public art
- a design excellence framework
- the future subdivision of parts of the OSD footprint (if required)

As this concept SSD application is a staged development pursuant to section 4.22 of the EP&A Act, future approval would be sought for detailed design and construction of the OSD. A concept indicative design, showing a potential building form outcome at the site, has been provided as part of this concept SSD application at Appendix E.

Pitt Street Station is to be a key station on the future Sydney Metro network, providing access to the Sydney Central Business District (CBD). The proposal combines the metro station with a significant mixed use tower, contributing to the Sydney skyline. The OSD would assist in strengthening the role of Central Sydney as the key centre of business in Australia and would contribute to the diversity, amenity and sustainability of the CBD.

It is noted that Pitt Street Station southern portal OSD has been subject to a separate application, and does not form part of this concept SSD application.

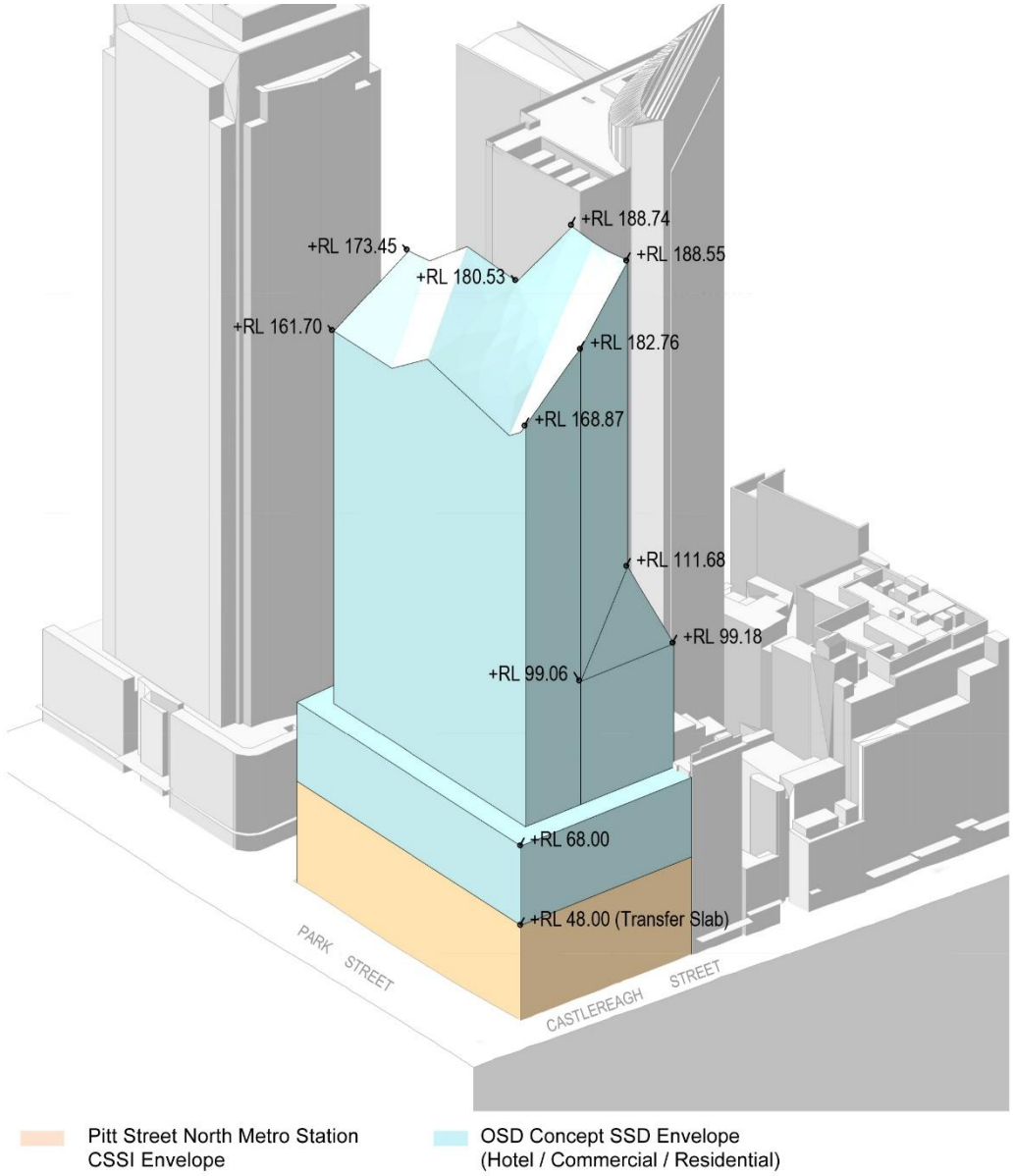


Figure 5: Pitt Street North OSD building, including OSD components (orange) and station box (grey)

Figure 6: Pitt Street North OSD indicative design, as seen from eastern, southern and western elevations

2.7. Staging and framework for managing environmental impacts

Sydney Metro proposes to procure the delivery of the Pitt Street North integrated station development in one single package, which would entail the following works:

- station structure
- station fit-out, including mechanical and electrical
- OSD structure
- OSD fit-out, including mechanical and electrical.

Separate delivery packages are also proposed by Sydney Metro to deliver the excavation of the station boxes/shafts ahead of the ISD delivery package, and line-wide systems (e.g. track, power, ventilation) and operational readiness works prior to the Sydney Metro City & Southwest metro system being able to operate.

Three possible staging scenarios have been identified for delivery of the integrated station development:

1. Scenario 1 – the station and OSD are constructed concurrently by constructing the transfer slab first and then building in both directions. Both the station and OSD would be completed in 2024.
2. Scenario 2 – the station is constructed first and ready for operation in 2024. OSD construction may still be incomplete or soon ready to commence after station construction is completed. This means that some or all OSD construction is likely to still be underway upon opening of the station in 2024.
3. Scenario 3 – the station is constructed first and ready for operation in 2024. The OSD is built at a later stage, with timing yet to be determined. This creates two distinct construction periods for the station and OSD.

Scenario 1 represents Sydney Metro's preferred option as it would provide for completion of the full integrated station development and therefore the optimum public benefit at the site at the earliest date possible (i.e. on or near 2024 when the station is operational). However, given the delivery of the OSD could be influenced by property market forces, Scenarios 2 or 3 could also occur, where there is a lag between completion of the station component of the ISD (station open and operational), and a subsequent development.

The final staging for the delivery of the OSD would be resolved as part of the detailed SSD application(s).

For the purposes of providing a high level assessment of the potential environmental impacts associated with construction, the following have been considered:

- Impacts directly associated with the OSD, the subject of this SSD application
- Cumulative impacts of the construction of the OSD at the same time as the station works (subject of the CSSI Approval).

Given the integration of the delivery of the Sydney Metro City & Southwest metro station with an OSD development, Sydney Metro proposes the framework detailed in

Figure 7 to manage the design and environmental impacts, consistent with the framework adopted for the CSSI Approval, which includes:

- project design – measures which are inherent in the design of the project to avoid and minimise impacts
- mitigation measures – additional to the project design which are identified through the environmental impact assessment
- construction environmental management framework – details the management processes and documentation for the project
- construction noise and vibration strategy – identifies measures to manage construction noise and vibration
- design guidelines – provides an assurance of end-state quality
- environmental performance outcomes – establishes intended outcomes which would be achieved by the project

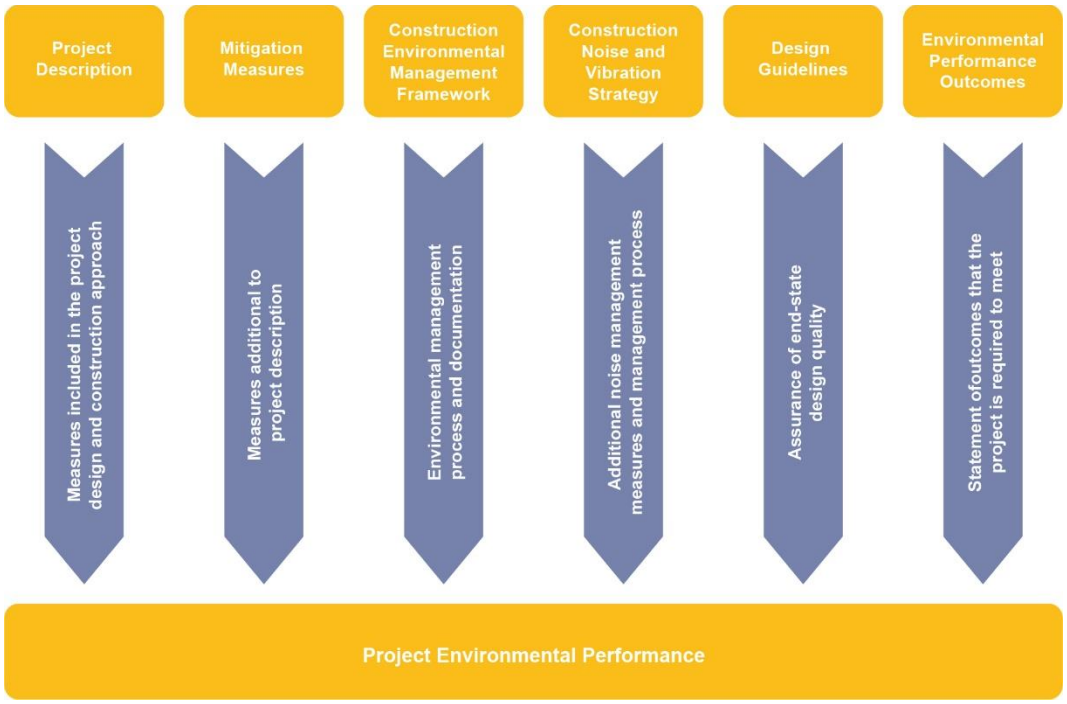


Figure 7: Project approach to environmental mitigation and management

Sydney Metro proposes to implement a similar environmental management framework where the integrated delivery of the CSSI station works and the OSD occur concurrently. This would ensure a consistent approach to management of design interface and construction-related issues.

Sydney Metro proposes this environmental management framework would apply to the OSD until completion of the station and public domain components of the integrated station development delivery contract (i.e. those works under the CSSI Approval). Should the OSD be constructed beyond the practical completion and opening of the section, standard practices for managing construction related environmental impacts would apply in accordance with the relevant guidelines and Conditions of Approval for the detailed SSD application(s).

3. Legislative Requirements

The legislative requirements for this project comprise both Federal and State legislation.

3.1. Federal

The Disability Discrimination Act (DDA - 1992) is Federal Government legislation enacted in 1993 that seeks to ensure all new building infrastructure, refurbishments, services and transport projects provide functional and equitable accessibility. The DDA is a complaints based legislation, which is administered by the Australian Human Rights Commission (AHRC). For any built environment the key requirement of the DDA is to ensure functionality, equality and dignity of people with disabilities, their companions, family and carer givers. The DDA utilises statutory instruments known as Disability Standards to provide detailed requirements. The Disability Standards are: Disability (Access to Premises – Buildings) Standards 2010, Disability Standards for Education 2005 and the Disability Standards for Accessible Public Transport 2002. These Disability Standards draw extensively on technical provisions in the AS 1428 series details technical requirements related to design for access and mobility.

3.2. State

The Building Code of Australia has adopted key accessibility and DDA legislation into the 2011 and subsequent BCA. In particular adherence to the Access to Premises Standard (2010) (APS); AS1428.1 2009; AS1428.4.1 2009 and AS2890.6 2009 has become mandatory. This means that compliance with the relevant sections of the BCA, ensures compliance with the relevant 'Premises' component of the DDA.
However, compliance with the BCA alone does not necessarily mean compliance with the Disability Discrimination Act if the elements of equality, dignity and functionality remain compromised within an environment. The building owner/occupier should therefore ensure that their policies, practices and procedures promote equality in all employment, education and services provided, within their built environment.

3.3. Referenced Legislation and Standards

The review of the project has been undertaken against the following legislation;

- Disability Discrimination Act (DDA) 1992.
- Disability (Access to Premises – Buildings) Standards 2010 (DAPS 2010).
- Disability Standards for Education 2005
- Disability Standards for Accessible Public Transport 2002
- Building Code of Australia (BCA) and BCA referenced standards including:
  - AS1428.1 2009 Part 1: General Requirements for access – new building work.
  - AS1428.2 1992 Part 2: Enhanced and additional requirements – Buildings and facilities.

- AS1428.4.1 2009 Part 4.1: Means to assist the orientation of people with vision impairment – TGSI.
- AS2890.1 2004 Part 1: Off-street car parking.
- AS2890.6 2009 Part 6: Off-street parking for people with disabilities.
- AS1735.12 1999 Lift facilities for people with disabilities.

- AS4299 -1995 Adaptable Housing
- SEPP 65 – Design Quality of Residential Apartment Development
- (DCP) City of Sydney Development Control Plan 2012
- City of Sydney Access Development Control Plan (DCP) 2004

4. Documentation

The report has been prepared based on a review of the following drawings/ documentation:

- Pitt Street North OSD – Draft Planning Report – 180327

5. Exemptions and Performance Based Solutions

5.1. Exemptions

Based on the use of some areas within a building, it is reasonable to not provide access to some spaces where it is deemed inappropriate because of the required duties to be carried out in the space or if the area poses as a health or safety risk for people with a disability. These areas include:

- Plant rooms,
- Service areas,
- Cleaner facilities,
- Loading Dock and associated areas
- Hotel Baggage store (TBC)
- Bin Stores and the like
- Level 04 Metro Plant
- Level 05 OSD Plant (excl. hotel parking)
- Level 12 Mezzanine

5.2. Performance Based Solutions

Performance Based Solution Reports are required to address areas of the development that do not meet the Deemed-to-Satisfy provisions of the BCA and referenced Australian Standards.

The assessment of the design documentation has revealed that the following areas may require assessment against the relevant performance requirements of the BCA.

Performance Solutions will be required for the following areas:

Item	BCA Clause	Relevant Performance Requirements	Description
1.	D3.1	DP1	Back of house and operational areas of the hotel will not provide compliant accessible paths of travel for a staff member with a disability.

6. Issues and Recommendations

The following compliance assessment is set out in tabular format. The comment/issue identifies the item for discussion, followed by the Accessibility Requirement and the Action required to be undertaken to meet compliance. BCA Compliance refers to meeting the minimum mandatory compliance of the BCA and the Premises Standard component of the DDA. In addition, the report makes recommendations on improving the accessibility design outside BCA parameters and the Access to Premises Standards. These 'DDA" recommendations relate to best practice design for accessible environments. These recommendations, in conjunction with the owner/occupier's policies, practices and procedures will maximize DDA compliance and meet the spirit and intent of the DDA.

This report is limited to the scope of the OSD proposal and does not include the Metro Station Design which is addressed as part of the CSSI approval.

6.1. General Building Access Requirements (BCA D3.1)

Buildings and parts of buildings must be accessible in accordance with Table 3.1 of the BCA. A continuous accessible path of travel is to be provided as follows:

Part Of Building	**Accessibility Requirements**
Class 2 – Residential	▪ From the pedestrian entrance to the entrance doorway of each sole-occupancy unit (SOU). ▪ To and within not less than 1 type of common room used by residents i.e. laundry, gym, swimming pool etc.
Class 3 – Hotel	▪ Not more than 2 accessible SOUs may be located adjacent each other ▪ Where more than 2 accessible SOUs are required, they must be representative of the range of rooms available ▪ From the pedestrian entrance to the entrance doorway of each sole-occupancy unit (SOU). ▪ To and within not less than 1 type of common room used by residents i.e. laundry, gym, swimming pool etc.
Class 5 – Office/Administration ; Class 6 – Retail; Class 7b – storage; Class 8 – Laboratory; Class 9a – health care building; Class 9b – Public Realm/Function Areas	▪ To and within all areas normally used by the occupants
Class 7a – Car parking	▪ To and within any level containing accessible car parking spaces
Class 10b – Swimming pool	▪ To and within a swimming pool with a total

Part Of Building	Accessibility Requirements
	perimeter greater than 40m

6.2. External approaches, walkways, ramps, kerbs and steps (D3.1, D3.2, D3.3, D3.8 & AS1428.1)

Item/Comment	Accessibility Requirement	Action/Compliance
Access to the Building The residential lobbies are is located off Pitt Street (West Tower) and Castlereagh Street (East Tower), the Metro Concourse and Hotel lobby is accessed by Park Street and the office entry has its main frontage to Castlereagh Street. Vehicular access to the site is currently off Castlereagh Street.	A continuous accessible path is to be provided to the new building: ▪ From the main points of a pedestrian entry at the allotment boundary, and ▪ From another accessible building connected by a pedestrian link ▪ From any required accessible carparking space on the allotment	**Capable of Complying**
External Pathways Ensure external paths are of adequate width to accommodate passing and turning spaces	External pathways are to meet the provisions of AS1428.1-2009. The external path network is to be designed to comply: ▪ Provide a minimum of 1500mm width to allow a pram and wheelchair to pass ▪ Consider a path width of 1800mm to allow two wheelchairs to pass, particularly to the public realm ▪ Minimum width must be measured clear of bollards or fixtures	**Outside of scope**
Tactile Ground Surface Indicators (TGSIs) Provide warning TGSIs and kerb ramps at Pedestrian Crossings in accordance with AS1428.4.1	▪ Warning TGSIs are to be provided, located 300mm from the hazard of the roadway ▪ Where bollards are provided, ensure they are positioned either	**Capable of Complying**

Item/Comment	Accessibility Requirement	Action/Compliance
	side of the dedicated walkway, maintain a clear width of 1200mm	
Drop-off Zone/Pedestrian Crossing A hotel valet & Taxi bay is detailed off Pitt Street	Pedestrian crossings and or drop-off areas should be designed inclusive of linemarking, kerb ramps and TGSIs in accordance with AS1428.1 & AS1428.4.1.	**Capable of Complying**
TGSIs - Hazards Where pedestrian walkways and vehicular routes are at grade, hazard warning required	Position hazard TGSIs in accordance with AS1428.4.1	**Capable of Complying** **TGSIs to be detailed each side of the loading dock/carpark entry in the next stage.**
Concourse/Public Realm The public realm offers significant opportunities to enhance the existing scheme. There will be minimum BCA requirements in terms of access paths, gradient, stairs etc., however, many aspects of good design in external spaces, fall outside these minimum requirements.	The following are some design considerations for providing equitable access to the public realm; ▪ Surface treatments e.g.; stone, pavers – be aware of abutment detail with other surfaces; both level difference and slip resistance differences. ▪ Careful design of drainage grates, surface falls and gradients generally ▪ Consistent/compliant use of TGSIs to create a predicable environment	**Outside of scope**

Key External walkway criteria:

- Walkways to be provided with passing bays (1800 x 2000mm) every 20m.
- Walkway gradient to be 1:20 (max) with landings every 15m.
- Landings in direction of travel 1200mm long; landings at 90° directional change 1500mm x 1500mm. Landings at 180° directional change 1540mm length.
- If gradient of walkway is less than 1:33 no landings are required.
- TGSIs required to warn of hazard along pedestrian and vehicular routes on grade

Key kerb and pedestrian crossing criteria:

- Kerb ramp to have gradient no steeper than 1:8, length no greater than 1520mm.
- Pathways from accessible parking across roadways to have designated line marking.

Kerb ramps *– max rise 190mm; max 1:8 gradient*
Threshold ramps *– max rise 35mm; 1:8 max gradient; within 20mm of door leaf*
Step ramps *– max rise 190mm; 1:10 max gradient*

6.3. Car Parking (BCA D3.5, AS1428.1, AS/NZ 2890.6)

Item/Comment	Accessibility Requirement	Action/Compliance
Number of Carparking Spaces Carparking for the development is provided as follows: ▪ Ground level – loading zones ▪ L5 – 5 spaces ▪ L7-10 – 09 (45 total) spaces incl. 1 adaptable (6 total) No accessible carparking spaces have been detailed at this stage of the design 6 Adaptable bays have been detailed L5-10.	BCA In accordance with Table D3.5 of the BCA, accessible car parking is required to be provided as follows. ▪ Class 2 parts – no requirements noting DCP requirements below ▪ Class 3 part - total number of car parking spaces designated for class 3 multiplied by percentage of required accessible SOUs ▪ Class 5, 7, 8 or 9c part: 1 space per 100 Access DCP - Residential ▪ The Access DCP requirement states one accessible car parking space shall be provided for every adaptable unit (46x) in the class 2 part of the building. This is in addition to any	Residential Class 2 ▪ 6 Adaptable carparking spaces have been detailed ▪ The required number of adaptable carparking spaces to be established in the next stage. Hotel Class 3 No carparking spaces are provided. It is noted that a valet service is provided for hotel patrons. The provision of Accessible/Adaptable car parking requirements to be established in the next stage, determined in accordance with the requirements of the BCA and City of Sydney Development Control Plan 2012 for all parts of building.

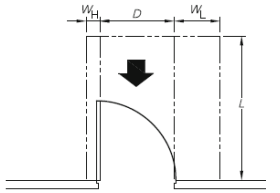
Item/Comment	Accessibility Requirement	Action/Compliance
	accessible parking bays required by the BCA ▪ Exemptions may be applicable for this development based on location/transport	
Dimensions	▪ Accessible car parking bays and shared zones shall be 2400mm wide x 5400mm long in accordance with Clause AS/NZS 2890.6-2009 ▪ The Access DCP requires bays to have a minimum width of 3800mm and minimum vertical clearance of 2500mm.	**Capable of Complying** Detailed layouts to be provided in Stage 2 DA.
Access to Building Door circulation spaces are to comply.	The approach from the accessible carparking bays to the main entrance/s of the building to be accessible: ▪ Located as near as possible to the main entrances ▪ Must be step-free ▪ Include kerb ramps	**Capable of Complying**
Design of Accessible Carparking Spaces No accessible carparking spaces currently detailed.	The design of the accessible carparking bays must be in accordance with AS/NZS 2890.6-2009. ▪ A bollard is required in the shared area in accordance with AS2890.6-2009	**Capable of Complying**

Key Car parking and transport design criteria:

- Accessible spaces are to be designed in accordance with AS/NZS 2890.6-2009.
- Dimensions of angled accessible parking bays 2400 x 5400mm with adjacent 2400mm x 5400mm shared area and bollard in shared area.
- Dimensions of parallel parking bays 3200mm x 7800mm.
- Provide direct kerb ramp access from adjacent to the accessible parking space to pathway.
- Accessible bays to be located near entrances.
- Provide a designated area for accessible drop off from private vehicles, taxis and community vehicles with kerb ramp access to the pathway.
- Height of vehicular path of travel to accessible parking space to be 2200mm and height above accessible parking space to be 2500mm

6.4. Entrances/Doors (D3.1, D3.2, AS1428.1)

Item/Comment	Accessibility Requirement	Action/Compliance
Access to the Building	Access must be provided via the main principal entrance and: ▪ Not less than 50% of all pedestrian entrances including the principal entrance, and ▪ In buildings with a floor area >500m², a non-accessible entrance must not be located more than 50nm from an accessible entrance.	**Capable of Complying**
Hotel Staff Entrance The staff entrance on ground level does not provide latch side clearance and provides stair access only.	Access is required to and within all areas of the building normally used by occupants.	**The non-accessible staff entry will be required to be addressed under a Performance Based Solution Report.** 

Item/Comment	Accessibility Requirement	Action/Compliance
Door Clear Width All entry doors are to comply	All doors must achieve a minimum clear door opening width of 850mm (920mm leaf door required)	**Capable of Complying**
Door Circulation Spaces – Entrance The residential lobby entrance for the East Tower has a ramp detailed within the required door circulation space	Circulation spaces at doorways are to comply with Clause 13.3 of AS1428.1-2009 ▪ Swing doors – Figure 31  Dimension D / Dimension L / Dimension W_H / Dimension W_L 850 / 1450 / 110 / 530 900 / 1450 / 110 / 530 950 / 1450 / 110 / 530 1000 / 1450 / 110 / 530 (h) Front approach, door opens towards user	**Capable of Complying**
Door circulation spaces - BOH Multiple doors to and within BOH areas do not provide compliant door circulation space. The corridor access door to the residential bicycle store on level 11 does not achieve latch side clearance	Circulation spaces at doorways are to comply with Clause 13.3 of AS1428.1-2009 ▪ Swing doors – Figure 31 ▪ Sliding doors – Figure 32	**The non-accessible staff access will require addressing under a Performance Based Solution Report.**
Step-Free Entry Ensure a level transition is provided to and within external areas	▪ Thresholds ramps are to be installed in accordance with AS1428.1-2009.	Note

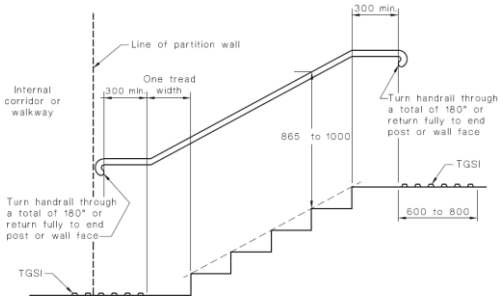
Key entrance/doorway criteria: ▪ Main entry must be accessible. ▪ All doors require 850mm clearance width (920mm doors) incl. active leaf of double doors. ▪ Latch side clearance of 510mm to inward opening doors; 530mm to outward opening doors. ▪ Circulation space of 1450mm required either side of doors that are approached from the front. Circulation space of 1240mm required in front of inward opening doors approached from latch side. ▪ All glazed doors must be marked with contrast marking no less than 75mm wide for full width of doors at 910-1000mm height.

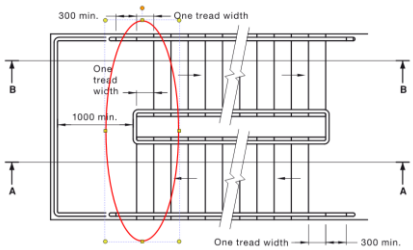
6.5. Lifts/Escalators (D3.1, E3.6, AS1428.1 & AS1735.12)

Item/Comment	Accessibility Requirement	Action/Compliance
Lift Size Any new lift is to comply	▪ Any new lift travelling >12m requires a minimum compartment size of 1400mm wide x 2000mm depth (requires 2000mm depth where stretcher use indicated and travelling >12m). ▪ Any lift travelling <12m requires a minimum compartment size of 1100mm wide x 1400mm depth.	**Capable of Complying**
Lift Fitout Fitout to include handrail/s, Braille & Tactile symbols, audible and visual indicators.	▪ Fitout must comply with AS1735.12	**Capable of Complying**

Key lift design criteria: ▪ Lift dimensions to be 1100mm x 1400mm (up to 12m) or 1400mm x 1600mm (>12m minimum). ▪ Lift doorway opening clearance to be 900mm ▪ Fitout out of lifts to include: Handrail 600mm (min) length; at height between 850-950mm, Tactile and Braille symbols on control buttons and panels, Automatic auditory information detailing lift stops. Control buttons set back from corner.

6.6. Stairs (D3.1, D3.3, D3.11 & AS1428.1)

Item/Comment	Accessibility Requirement	Action/Compliance
Stair Design	All general circulation stairs are to be designed to comply with AS1428.1-2009 i.e. clear width not less than 1m, handrails both sides, TGSIs and nosings.	**Capable of Complying**
Setback of Stairs Stairs are to be setback from the internal corners as required. A BOH stair located at ground level terminates at an internal corner	▪ Where located at an internal corridor, stairs shall be set back a minimum of 400mm (Fig 26(B))  FIGURE 26(B) STAIRWAY LOCATION AND HANDRAIL EXTENSIONS AT END OF STAIRWAY OTHER THAN AT LINE OF BOUNDARY	**Capable of Complying**
Offset Stairs The stair design shall cater for compliant handrail extensions, particularly the inner handrail.	▪ All stairs shall be designed and constructed in accordance with Clause 11(f), (g) and Clause 12. ▪ Offsetting the stair at the mid landing will allow a continuous single handrail which will not require vertical sections.	Stairs have been designed with offset

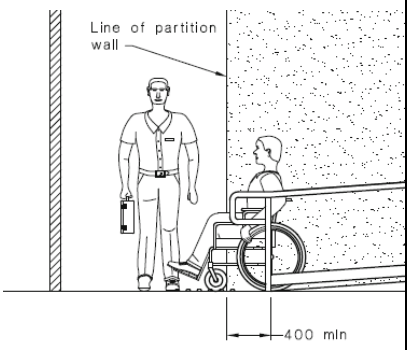
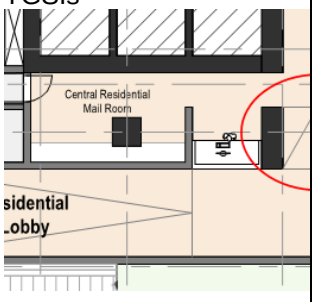
Item/Comment	Accessibility Requirement	Action/Compliance
		
Fire-Isolated Stairs (FIS)	▪ Fire-isolated stairs (FISs) are exempt from full compliance. ▪ FIS design to include a single handrail compliant to Clause 12 of AS1428.1 (circular) and provision of stair nosings as a minimum ▪ If FISs are to be encouraged for general circulation use, the stairs should be upgraded to full compliance with AS1428.1-2009 features.	Note

Key stair design criteria:

- Stairs to be set back 900mm at property boundaries or sufficient space to accommodate required handrails internal corners.
- Circular or spiral stairs are generally unsafe due to their inconsistent tread width.
- Common use stairs require AS1428 series compliant handrails, tread features and TGSI.
- Tactile ground surface indicators (TGSI) shall be installed for the full width of the path of travel
- TGSI's shall be located at both the top and bottom of the stairs
- Fire-isolated stairs required a single handrail compliant to Clause 12 of AS1428.1 and stair nosings as a minimum.

6.7. Ramps (D3.1, D3.3, D3.11 & AS1428.1)

Item/Comment	Accessibility Requirement	Action/Compliance
Ramp Design Three ramps have been detailed at ground level within the residential lobbies.	All general circulation ramps are to be designed to comply with AS1428.1-2009 i.e. clear width not less than 1m, handrails both sides, TGSIs compliant landing sizes, gradient and kerb rails. Note: A minimum ramp width of 1.2m is required (DCP)	**Capable of Complying**
Gradient/Length Three ramps have been detailed at ground level within the residential lobbies.	The maximum gradient for a ramp/walkway is: ▪ 1:8 threshold ramp max. 280mm ▪ 1:8 kerb ramp max. 1520mm ▪ 1:10 step ramp max. 1900mm ▪ 1:14 ramps max. 9m ▪ 1:20 ramps max. 15m length ▪ 1:33 walkways max. 25m length	**Capable of Complying** Annotate drawings in the next stage to show ramp/walkway gradients Note: step ramps and 1:20 ramps mitigate need for handrails and TGSIs
Landings The residential lobby entrance for the East Tower has a ramp detailed within the required door circulation space	Landings shall be of sufficient size to enable circulation ▪ Where there is no change in direction, 1200mm length ▪ Where a change in direction <90 degrees, the landing will require 1500mm x 1500mm (with truncated corner). ▪ For a 180 degree turn, landing length shall be 1540mm ▪ A landing for a step ramp must not overlap another step ramp or ramp landing (D3.11) ▪ Circulation spaces at doorways are to comply with Clause	**Capable of Complying**

Item/Comment	Accessibility Requirement	Action/Compliance
	13.3 of AS1428.1-2009	
Setback of Ramps Ramps are to be setback from the internal corners	▪ Where located at an internal corridor, ramps shall be set back a minimum of 400mm (Fig 17)  	**Note – refer below**
Handrail Extensions/ Termination A ramp is detailed adjacent the Mail Room. Due to the proximity of the ramp, handrails will encroach the transverse path of travel. Ensure this ramp complies as a step ramp or has a gradient of 1:20 or shallower to mitigate the need for handrails & TGSIs  	▪ Handrails must extend at the top and bottom of the ramp in accordance with Clause 10.3(h) and 12 of AS1428.1-2009 i.e.: ▪ 300mm horizontally before returning/termination ▪ Ensure handrails/extensions do not protrude into transverse path of travel Refer Fig 14 of AS1428.1-2009	**Capable of Complying**

Key ramp design criteria:

- Maximum gradient of a ramp exceeding 1900mm is 1:14. Gradient to be consistent throughout ramp.
- Ramp required to have unobstructed width of 1000mm
- Ramps to be provided with landings at bottom and top of ramp.
- Landings required every 9m where grade 1:14, Landings required every 15m where grade 1:20.
- Landings in direction of travel 1200mm long; landings at 90° directional change 1500mm x 1500mm. Landings at 180° directional change 1540mm x 2070mm length.
- Ramps require AS1428 series compliant handrails and TGSI.
- Ramps to be set back 900mm at property boundaries or 400mm at internal corners.
- A series of connected ramps must not exceed 3.6m (D3.11)

6.8. TGSIs and hazard identification (BCA D3.8, D3.12, AS1428.1 & AS1428.4.1)

Item/Comment	Accessibility Requirement	Action/Compliance
TGSI Location Tactile Ground Surface Indicators (TGSIs) are to comply	▪ TGSIs are required to be installed in accordance with AS1428.4.1, to the top and bottom of every stair, ramp and escalator and to external areas such as where the pedestrian walkway is at grade with the roadway, kerb ramps.	**Capable of Complying** **Annotate drawing to show TGSI locations in the next stage.**
Hazards Review as design progresses	▪ Hazards with <2000mm head clearance will require to be identified	**Capable of Complying**
Glazing Decals All glazed doors, sidelights and glazing that could be mistaken for a door or opening must be marked with contrast marking	▪ Provide contrast marking no less than 75mm wide for full width of glazing at 910-1000mm height.	**Capable of Complying** **Annotate drawing to show glazing decals in the next stage.**

Key TGSI and hazard identification criteria: ▪ Standard warning TGSI size is 600-800mm for full width of path of travel ▪ TGSI's to be set back 300mm +/- 10mm from hazard ▪ TGSIs to have min 30% luminance contrast for integrated TGSI's and 45% for discrete TGSIs ▪ TGSIs not required in Aged Care building ▪ Contrast marking to achieve minimum 30% luminance contrast against floor or surfaces within 2m

6.9. Internal Walkways (BCA D3.1, D3.3, AS1428.1)

Item/Comment	Accessibility Requirement	Action/Compliance
Width of corridor Public paths of travel and internal corridors throughout shall be designed to comply	▪ Ensure a minimum unobstructed clear width of 1000 mm along all corridors to rooms or spaces. ▪ 1500mm will permit an able bodied person and wheelchair to pass ▪ 1800mm width will allow two wheelchairs to pass	**Compliance indicated**

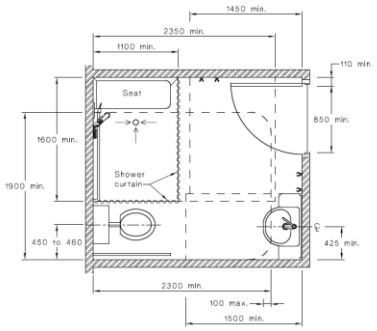
Item/Comment	Accessibility Requirement	Action/Compliance
Passing Bays/Turning Spaces Residential/Hotel Corridors to provide adequate turning, passing and terminations as required	▪ Provide turning spaces of 1500x1500 (corner may be truncated) where a user is required to make a directional turn. ▪ Provide turning space within 2000 mm at the ends of corridors, where it is not continuous to offer turning space: minimum width 1540 mm x 2070 mm length. ▪ Turning spaces (1500mm x 1500mm) are to be provided every 20m ▪ Passing bays (1800mm wide x 2000mm length) are required every 20m where no direct line of sight is provided	**Capable of Complying** Note: A corridor with a width of 1800mm will cater for the required turning and passing bays as required.
Circulation Suitable circulation spaces are to be provided to enable circulation to and within accessible areas, rooms and workstation areas.	▪ Provide an internal circulation space of 1540mm x 2070mm to enable occupants to undertake a 180 degree turn ▪ Circulation space is to be clear of fixed/heavy furniture	**Capable of Complying** Refer note below regarding BOH Corridors.
BOH Corridor / Staff Access Within BOH areas, particularly at basement level, narrow corridors do not provide adequate circulation at directional turns. Refer doors that require further review within these areas.	Access to and within the BOH areas is to be provided unless considered exempt under D3.4 based on the nature and use of the area, the required duties of staff members, or if it would be considered a health and safety matter.	**BOH areas are to be rationalised as exempt areas and addressed under a Performance Based Solution Report.**

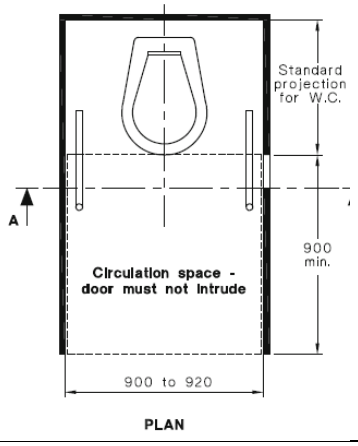
Key internal walkway and surface criteria:

- Walkways to be provided with passing bays (1800 x 2000mm) every 20m.
- Minimum width of internal walkway 1000mm.
- Path of travel in front of doorways or those accessed from a frontal approach required to be 1450mm width (minimum).
- Path of travel in front of doorways accessed from the latch side to be 1240mm minimum width.
- Landing spaces at directional changes of: at 90° - 1500mm x 1500mm (corner can be truncated); at 180°- 1540mm x 2070mm.
- Turning space at corridor terminations to be 1540mm width x 2070mm length.

6.10. Sanitary Facilities (BCA D3.1, F2.4, AS1428.1)

Item/Comment	Accessibility Requirement	Action/Compliance
Number/Design of Unisex Accessible Sanitary Facilities	Unisex Accessible Sanitary Facilities (UASF) must be provided on each level where other sanitary facilities are also provided and if the storey has more than 1 bank of sanitary compartments containing male and female sanitary compartments, at not less than 50% of those banks.	**Note for future fitout design**

Item/Comment	Accessibility Requirement	Action/Compliance
Location of UASF	▪ The accessible facilities should be located adjacent/opposite the gender facilities ▪ Where a unisex accessible sanitary facility is not provided, directional signage must be installed identifying the path of travel to the nearest accessible sanitary facility	**Note for future fitout design**
Design of UASF The fitout of the facility is to comply	The design of accessible sanitary facilities shall comply with Clause 15 of AS1428.1-2009. ▪ The minimum compartment size of a WC is 1900x2630mm (Refer Fig 43) ▪ The minimum compartment size of a combined WC/shower facility is 2300mm x 2630mm (Refer Figure 50)  DIMENSIONS IN MILLIMETRES FIGURE 50 SANITARY COMPARTMENT SHOWING OVERLAP OF WASHBASIN FIXTURE INTO SHOWER CIRCULATION SPACE	**Note for future fitout design**
LH & RH Transfer An equal mix of Left handed and right handed transfer sanitary facilities are to be provided	▪ Where two or more unisex **accessible** sanitary facilities are installed there shall be an even distribution of mirror imaged layouts to provide left hand and right hand transfer. (BCA F2.4(g)) ▪ Where two or more accessible **showers** are provided, at least one shall be of the opposite hand	**Note for future fitout design**

Item/Comment	Accessibility Requirement	Action/Compliance
	(Clause 15.5.1(c) of AS1428.1-2009)	
Ambulant Cubicles	Where one or more pans are provided, an ambulant toilet within each of the male and female facilities is to be provided.	**Note for future fitout design**
Design of Ambulant Cubicles	Ambulant male and female facilities shall be designed in accordance with Clause 16, AS1428.1-2009: ▪ Minimum compartment width of 900-920mm ▪ 900mmx900mm circulation space in front of the pan (Fig 53(A))  PLAN	**Note for future fitout design**

Key sanitary facility criteria:

- Accessible sanitary facilities to be in same location as gender facilities and located on all levels of a multi-level building.
- Minimum room dimension with WC and basin: 1900mm x 2630mm or 2330mm x 2200mm.
- Provide AS1428 series compliant fixtures inclusive of shelf, clothes hooks, full length mirror
- A sanitary compartment suitable for a person with an ambulant disability must also be provided for use by males and females
- Baby change tables are not permitted to encroach on fixture circulation spaces and are to be installed in accordance with Clause 15.2.8.2

6.11. Signage (BCA D3.6, AS1428.1)

Item/Comment	Accessibility Requirement	Action/Compliance
General	BCA D3.6: Mandatory Braille and tactile signage must be provided to: ▪ sanitary facilities (except SOUs), ▪ spaces with hearing augmentation, ▪ for required exit signage and ▪ directional signage to alternative accessible entrances, paths of travel or alternative sanitary facilities.	**Note for future fitout**

Key Signage design criteria:

- Braille and tactile signage complying with Specification D3.6 must identify each:
- Accessible sanitary facility
- areas with required hearing augmentation provided
- door required by BCA E4.5 to be provided with an exit sign and state “Exit” and “Level” and either floor level number, level descriptor or a combination of both.
- Accessible way finding should highlight the pathway from entrance to reception to lifts/stairs, amenities and to key components of the facility.
- Ensure accessible way finding signage is:
- Incorporates the international symbol of access or deafness
- Located at appropriate viewing heights
- Perpendicular to the path of travel or beside identifiable features (e.g. door faces)
- Of suitable colour contrast (luminance contrast min 30%)
- Of compliant notation inclusive of use of the international symbol of access.
- Signage to accessible sanitary facilities requires identification with the international symbol of access, raised tactile and Braille signage and letters RH or LH to indicate side of transfer to the WC pan.

6.12. Hearing Augmentation (BCAD3.7)

Item/Comment	Accessibility Requirement	Action/Compliance
Hearing Augmentation Listening Systems are an essential assistive device for people who use hearing aids and are mandatory at screened reception counters, lifts and areas with public announcement systems	Hearing Augmentation will be required, if in-built amplification is available within the Buildings/rooms	**As the design progresses confirm requirements for hearing augmentation.**

Key Hearing augmentation criteria:

- Hearing Augmentation systems must be provided where inbuilt amplification is provided in rooms (e.g. auditoriums, conference rooms or meeting rooms)
- Hearing Augmentation systems must be provided where inbuilt amplification is provided to ticket offices, tellers booths, reception areas or the like where the public is screened from the service provider.
- Hearing augmentation systems can be permanent or portable. The nature of the built environment will dictate the desired outcome.
- Signage required to areas with required hearing augmentation provided

6.13. Swimming Pool, Sauna, Spa (BCA D3.1, D3.10, AS1428.1)

Item/Comment	Accessibility Requirement	Action/Compliance
Perimeter >40m Access is required to and into a pool with a permitter of 40m or greater. The hotel and residential pools on level 12 appear to have a perimeter <40m, therefore do not require accessible entry/exit. The two hotel spas have a perimeter <40m and do not require accessible entry/exit.	Accessible entry/exit is required to and within swimming pools in accordance with D3.10 of the BCA. Entry/exit into the pool is to be via either a: ▪ A sling style lift, or ▪ a fixed or movable ramp and an aquatic wheelchair; or ▪ a zero depth entry at a maximum gradient of 1:14 and an aquatic wheelchair; or ▪ a platform swimming pool lift and an aquatic wheelchair.	**Capable of Complying**
Sauna / Spa **No sauna/spa is currently indicated**	Access is required to and within each type of common facility (minimum of 1) As a minimum provide the following: ▪ Door circulation space as per Clause 13.3 of AS14281-2009 ▪ Sauna/spa compartment/room must provide a clear floor space of 1540mmx2070mm to enable a user to make a 180degree turn	**Note for future fitout design**

6.14. Hotel - Accessible Sole-Occupancy Units (SOUs) (BCA D3.1)

A Class 3 Building requires the provision of accessible SOUs in accordance with Table D3.1 of the BCA.

<table>
<tr><th>Item/Comment</th><th>Accessibility Requirement</th><th>Action/Compliance</th></tr>
<tr><td>Number of Accessible SOUs
A total number of 198 hotel SOUs are proposed.

No accessible SOUs are detailed at this stage of the design.</td><td>In accordance with Table D3.1 of the BCA, accessible SOUs are to be provided as follows:

<table><tr><th>No. SOUs</th><th>Req. Acc SOUs</th></tr><tr><td>1-10</td><td>1</td></tr><tr><td>11-40</td><td>2</td></tr><tr><td>41-60</td><td>3</td></tr><tr><td>61-80</td><td>4</td></tr><tr><td>81-100</td><td>5</td></tr><tr><td>101-200</td><td>5 + 1/25 >100</td></tr><tr><td>201-500</td><td>9 + 1/30 >200</td></tr><tr><td>>500</td><td>19 + 1/50 >500</td></tr></table></td><td>Capable of Complying

Based on the number of SOUs (198), a total of 9 accessible Sole-occupancy units are to be provided
Detailed layouts of accessible rooms to be reviewed in the next stage.</td></tr>
<tr><td>Accessible Room Design

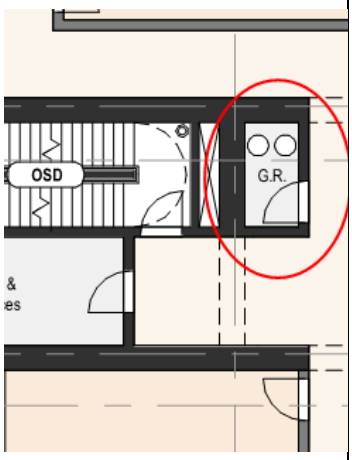
The accessible SOUs are to be designed to comply with AS1428.1-2009.</td><td>▪ Must be representative of the range provided i.e. 1 bed, 2 bed, Suite etc.
▪ Not more than 2 required accessible SOUs may be located adjacent each other
▪ Doors to and within the room must provide adequate door circulation space
▪ Internal room circulation must accommodate turning spaces as required by AS1428.1-2009 (Clause 6)
▪ Sanitary facility must comply with Clause 15 of AS1428.1-2009 – requires a minimum compartment size of 2300mm x 2630mm
▪ An equal mix of LH & RH transfer WC and shower to be provided</td><td>Capable of Complying

Detailed layouts of accessible rooms to be reviewed in the next stage.</td></tr>
</table>

6.15. Adaptable Housing (DCP, AS4299-1995)

Item/Comment	Accessibility Requirement	Action/Compliance
Number of Adaptable dwellings A total number of 304 Class 2 residential units are proposed over levels 13-42. No adaptable rooms are detailed at this stage of the design.	The BCA does not require accessible units to be provided. In accordance with City of Sydney Development Control Plan 2012, 15% of residential units are to be made Adaptable. Adaptable dwellings shall meet the essential requirements of AS 4299-1995. Adaptable Housing Standard.	**Capable of Complying** ***Based on the number of units provided (304) 46 units are to be designed as Adaptable dwellings.***
Adaptable Room Design The adaptable rooms are to be designed to comply with DCP & AS4299-1995	The DCP requires the following issues to be considered ▪ Access to and within to comply with AS1428.1 & AS1428.2 ▪ Must provide design elements as 'essential' under AS4299-1995 (Refer Appendix I – Access Checklist of DCP) ▪ Located along accessible path of travel/ near main entrance ▪ Bathroom facilities shall be large enough ▪ Laundry should allow for wheelchair circulation ▪ Bedrooms, living, bathroom and laundry to be large enough to allow for wheelchair circulation ▪ Kitchen shall be flexible in design ▪ Walls should be reinforced to allow for retrofitting grab rails ▪ Windows should be operable with one hand and located >700mm AFFL ▪ Surfaces, flooring, landscaping to consider accessibility	**Capable of Complying** Detailed layouts of adaptable rooms to be reviewed in the next stage.

6.16. Additional Site Specific Components (BCA D3.1, D3.9, AS1428.1-2009)

Item/Comment	Accessibility Requirement	Action/Compliance
Refuse Chute Access to and within the refuse chute must be provided. **Limited door/internal circulation is provided to the common/residential chute (East Tower)**  	Compliant door circulation and internal circulation is required to the refuse chute room within the residential and serviced apartment lobbies: ▪ Door circulation to meet Clause 13.3 of AS1428.1-2009, and ▪ Provide an internal circulation space within the room of 1540mm width x 2070mm length ▪ Alternatively, Consider a 'hardware' solution that will allow the door to be operated with minimal force, stay open long enough for a person to enter, dispose of their trash and then reverse out of the room	**Capable of Complying** Detailed layouts to be reviewed in the next stage.
Common Spaces Common Areas to be Accessible The following common spaces are to be made accessible, including but not limited to: ▪ Level 02 – hotel lobby, restaurant and function space ▪ Level 03 Hotel Facilities ▪ Level 12 Podium Terrace including	Access is to be provided to and within not less than 1 of each type of common room or space.	**Capable of Complying** Detailed layouts to be reviewed in the next stage.

Item/Comment	Accessibility Requirement	Action/Compliance
access to and within Sauna, gym, function rooms, terrace etc. ▪ L41 East & West tower Roof terrace		

6.17. DDA – Enhanced Design Recommendations

The following recommendations for design enhancement are provided for areas in which potential compliance risks have been identified with respect to the DDA or where improved outcomes with respect to accessibility, functionality and safely have been identified.

Item/Comment	Accessibility Requirement	Compliance/ Action
Emergency Evacuation Consider implementation of an emergency evacuation plan for people with disabilities. No stair refuges are currently indicated within fire isolated stairs.	The emergency evacuation strategy for the development should address the operational solution of evacuating occupants that cannot use fire stairs.	**The types of accessible emergency evacuation include "protect in place" i.e. 1 hour rated hotel rooms on non-fire effected levels; smoke isolated lift lobbies with managed lift access; or provision of fire refuges within fire stairs or identified zones.**
Concourse/Public Realm The public realm offers significant opportunities to enhance the existing scheme. There will be minimum BCA requirements in terms of access paths, gradient, stairs etc., however, many aspects of good design in external spaces, fall outside these minimum requirements.	The following are some design considerations for providing equitable access to the public realm; ▪ Provision of rest seating opportunities along walkways, stair landings etc. ▪ Lighting designs that minimise glare. ▪ Luminance contrast of features such as; steps, seats, bollards, drinking fountains, bins etc. ▪ Landscape planting can offer tactile and olfactory clues to the environment to enhance different areas.	**Outside of scope**

Item/Comment	Accessibility Requirement	Compliance/ Action
Wayfinding A successful wayfinding system in an external public realm should provide information for users to navigate the built environment	Accessible way finding should highlight the pathway from entrance to reception to lifts/stairs, amenities and to key components of the facility.	**A wayfinding strategy should be developed for the precinct**
SOU Doors To enable visitability to all residential and serviced apartments, all doors should comply.	Provide a clear opening width of 850mm (920mm leaf doors) to all Sole-occupancy unit (SOU) doors	**It is recommended that all doors achieve the minimum clear width**
Obstacles Ensure obstacles abutting a path are readily identifiable and do not obstruct a user on the path	▪ Ensure bollards, bike racks, rest seating and bins possess a 30% luminance contrast to the surroundings ▪ Ensure fixtures and furniture is recessed a minimum of 500mm from required minimum width of path	**Note for future design**
Furniture & Fixtures Future design should consider accessible requirements of rest seating, teapoint, vending machines, drinking fountains, telephones, controls etc.	▪ Future fitout/design of fixtures, furniture and fittings should consider accessible requirements in accordance with AS1428.2 ▪ Items shall be a minimum of 500mm away from the path of travel.	**Note for future fitout**

Item/Comment	Accessibility Requirement	Compliance/ Action
Locker Facilities Provide accessible locker facilities for staff/guest use	Ensure lockers are positioned at an accessible height for staff: ▪ Provide clear circulation in front of the fixtures of 800mm x 1300mm ▪ Position lockers at an height of between 700-1200 above FFL	**Note for future fitout**
Parent Rooms/First Aid Rooms Ensure parent rooms / first aid rooms consider accessible requirements.	Future fitout/design of fixtures, furniture and fittings should consider accessible requirements in accordance with AS1428.1-2009 and AS1428.2-1992: ▪ Provide a baby change table in accordance with Clause 15.28.8.2 of AS1428.1-2009 ▪ Provide a floor circulation space to accommodate stretcher access adjacent to any bed or plinth within the room. 2000mm x 1450mm recommended ▪ 1450mm circulation space in front of the bench, ▪ Bench to be a max height of 900mm FFL. ▪ Sink to be 150mm maximum depth and taps/spout to be 300mm from front edge (can be via side location or extended handles).	**Consider the provision of a parents room or baby change tables within common sanitary facilities**

7. Compliance Summary

This report provides a compliance overview of the project with respect to achieving compliance with the Building Code of Australia (BCA) and the Disability Discrimination Act (and Disability Standards) (DDA), within the project scope. In the next phase of the design process it is anticipated that additional detail will be provided, particularly floor plans, dimensions and features. The accessibility of this development can be further assessed once detailed design information is available.

McKenzie Group Consulting confirm that the project documentation provides appropriate accessibility capable of complying with the BCA & Disability (Access to Premises – Buildings) Standards 2010 and the spirit and intent of the DDA.

If you have any further queries in relation to the reports and recommendations contained please contact Angela Chambers on 07 3834 9827.
Assessed by:

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