

ACCESSIBILITY AND DDA IMPACT STATEMENT

APPENDIX X





Sydney Metro City & South West

Victoria Cross Over Station

Development:

Accessibility and DDA impact statement

Applicable to:	Sydney Metro City & Southwest
Author:	Mark Relf, Director, Accessibility Solutions
Owner	Transport for NSW
Status:	Final
Version:	4
Date of issue:	15 May 2018
Review date:	15 May 2018
© Sydney Metro 2018	

Table of Contents

1.0	Introduction	3
1.1	Purpose of this report	3
1.2	Overview of the Sydney Metro in its context	4
1.3	Planning relationship between Victoria Cross Station and the OSD	6
1.4	The Site	8
1.5	Overview of the proposed development	9
2.0	Scope of the Assessment	12
2.1	Development Application Plans	12
3.0	Accessibility Assessment	14
3.1	External Pathways & Building Entrances (Parts D3.2 & D3.3 of the BCA)	14
3.2	Internal Circulation (Part D3.3 of the BCA)	16
3.3	Parking (Part D3.5 of the BCA)	24
3.4	Accessible Sanitary Facilities (Part F2.4 of the BCA)	24
3.5	Identification – Braille and tactile signage (Part D3.6 of the BCA)	25
3.6	Tactile ground surface indicators (Part D3.8 of the BCA)	25
3.7	Lifts (Part E3.6 of the BCA)	26
4.0	Conclusion	27

1.0 Introduction

1.1 Purpose of this report

This report supports a concept State Significant Development Application (concept SSD Application) submitted to the Department of Planning and Environment (DP&E) 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.

Transport for NSW (TfNSW) is seeking to secure concept approval for a commercial office tower above the Victoria Cross Station, otherwise known as the over station development (OSD). The concept SSD Application seeks consent for a building envelope and its use as a commercial premises (office, business and retail), maximum building height, maximum gross floor area, pedestrian and vehicular access, circulation arrangements and associated car parking, future subdivision (if required) and the strategies and design parameters for the future detailed design of development.

TfNSW proposes to procure the construction of 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 DP&E on 9 January 2017.

As the development is within a rail corridor, it is associated with railway infrastructure and it is for commercial premises with a Capital Investment Value of more than \$30 million, the project is identified as State Significant Development (SSD) pursuant to Schedule 1, 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

This report has been prepared to outline the universal accessibility requirements for the future OSD and to specifically respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSD Application on 30 November 2017 which state that the Environmental Impact Statement (EIS) must be accompanied by a *Disability Discrimination Act / Access Impact Statement* to address the following requirements pertaining to access for people with disabilities:

- 1) *Disability Discrimination Act* (DDA)
- 2) DDA Premises Standards (incorporating the DDA Access Code)
- 3) Building Code of Australia 2016
- 4) TfNSW Sydney Metro City & Southwest – Chatswood to Sydenham Design Guidelines 2017.
- 5) Australian Standard AS1428.1 – Design for Access & Mobility & referenced standards.
- 6) Australian Standard AS1428.4.1 – Tactile Ground Surface Indicators

- 7) Australian Standard AS2890.6 – Off-Street Parking for people with disabilities
- 8) Australian Standard AS1735.12 – Lifts for people with disabilities.

The comments do not cover detailed issues pertaining to construction documentation such as internal design of accessible toilet facilities, tenancy fitout, evaluation of slip resistant floor materials, lift specification, door schedule, tactile ground surface indicators, lighting levels, signage and the like, which can be confirmed at the detailed SSD Application stage or construction certificate phase.

1.2 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 (Stage 1), which is due for completion in 2019 and Sydney Metro City & Southwest (Stage 2), which is due for completion in 2024 (Refer to **Figure 1**).



Figure 1: Sydney Metro alignment map

Stage 2 of Sydney Metro 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 (7) new metro stations, including at North Sydney. 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 lodged by TfNSW 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 OSD (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 OSD to be more efficiently built and appropriately integrated into the metro station structure.

The EIS for the Chatswood to Sydenham component of the 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 with DP&E 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 original station design remains approved. This modification application was approved on 22 March 2018.

- Modification 4 - Sydenham Station and Sydney Metro Trains Facility South which incorporates 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 Stage 2 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 part of the project, referred to as the Sydenham to Bankstown Upgrade, is the subject of a separate CSSI Application (Application No. SSI 17_8256) which is currently being assessed by the DP&E.

1.3 Planning relationship between Victoria Cross Station and the OSD

While the Victoria Cross Station and OSD will form an Integrated Station Development, the planning pathways defined under the *Environmental Planning & 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 include the construction of below and above ground structures necessary for delivering the station and also enabling construction of the integrated OSD. This includes 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
- Pedestrian through-site link
- 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 Victoria Cross is defined by RL 82), above which would sit the OSD. This delineation is illustrated in **Figure 2**.



Figure 2: Delineation between the Metro station and OSD

The CSSI Approval also establishes the general concept for the ground plane of Victoria Cross Station including access strategies for commuters, pedestrians and workers. In this regard, pedestrian access to the station would be from Miller and Denison Streets and the commercial lobby would be accessed from Miller Street. Retail uses (approved under the CSSI Approval) would be located on the ground floor of the development at both the Miller Street and Denison Street levels activating the through-site link. Separate consent would be sought in the future for the fit-out and specific use of this retail space.

Since the issue of the CSSI Approval, TfNSW 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 Victoria Cross 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.

1.4 The Site

The Victoria Cross OSD site is located at the southeast corner of the intersection of Miller and Berry Streets, North Sydney, above the southern portal of the future Victoria Cross Station (refer to **Figure 3**). The site is located in North Sydney CBD, which is identified as part of Sydney’s “Harbour CBD” (along with Sydney CBD) in the *Greater Sydney Region Plan (2018)*. It is the third largest office market in Sydney and is a key component of Sydney’s Global Economic Corridor.



Figure 3: Victoria Cross Station location plan

The site is located in the North Sydney Local Government Area approximately 3km north of Sydney CBD, 5km southeast of Chatswood and 2km southeast of St Leonards.

The site (refer to **Figure 4**) is irregular in shape, has a total area of approximately 4,815 square metres and has street frontages of approximately 37 metres to Berry Street, 34 metres to Denison Street and 102 metres to Miller Street.

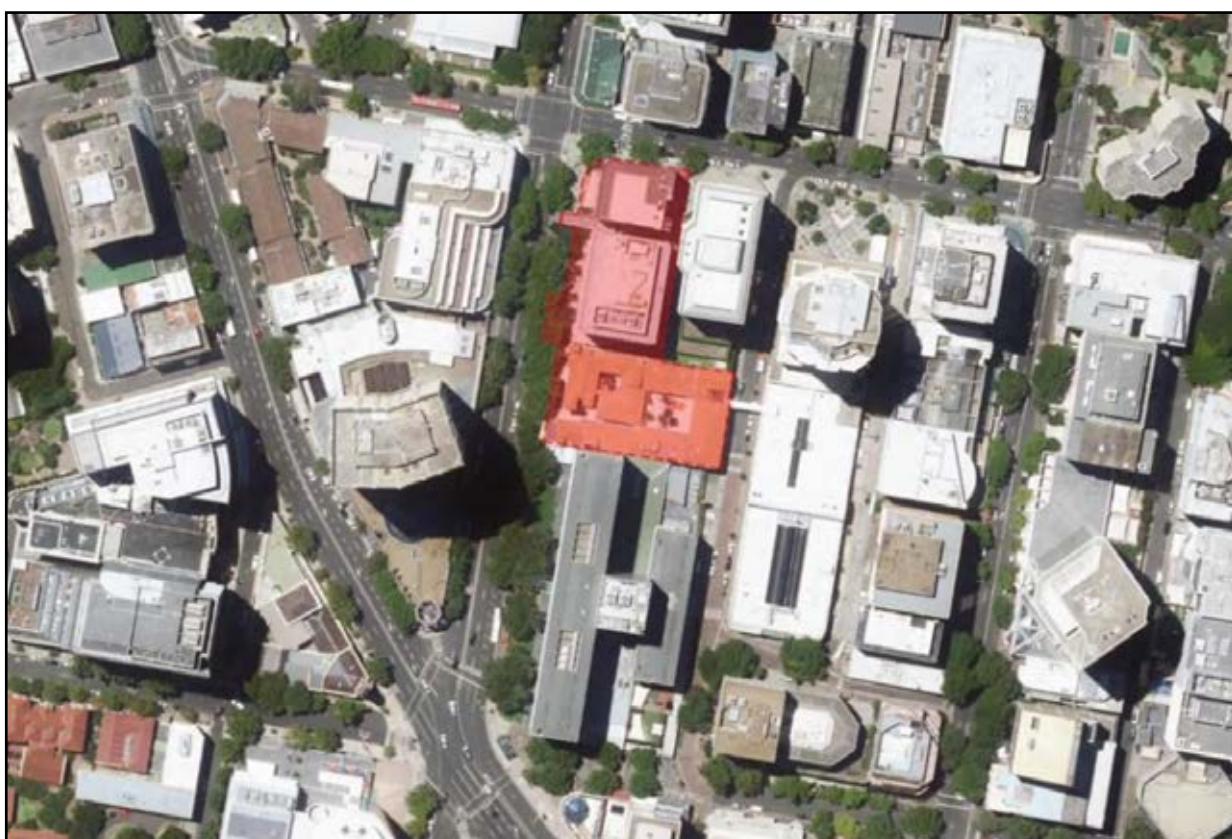


Figure 4: The Site

The site comprises the following properties:

- 155–167 Miller Street SP 35644 (formerly Tower Square)
- 181 Miller Street Lot 15 in DP 69345, Lot 1 & Lot 2 DP 123056 and Lot 10 in DP 70667
- 187 Miller Street Lot A in DP 160018
- 189 Miller Street Lot 1 in DP 633088
- Formerly part 65 Berry Street Lot 1 in DP 1230458

1.5 Overview of the proposed development

This concept SSD Application comprises the first stage of the Victoria Cross OSD project. It will be followed by a detailed SSD Application for the design and construction of the OSD to be lodged by the successful contractor who is awarded the contract to deliver the Integrated Station Development.

This concept SSD Application seeks approval for the planning and development framework and strategies to inform the future detailed design of the OSD. It specifically seeks approval for the following:

- A building envelope as illustrated in **Figure 5**
- A maximum building height of RL 230 or 168 metres (approximately 42 storeys, comprising 40 commercial storeys and 2 additional storeys for the roof top plant) for the high rise portion of building envelope and RL 118 or 55 metres (approximately 13 storeys) for the lower rise eastern portion of the building envelope
- A maximum gross floor area (GFA) of 60,000 square metres for the OSD component, which is equivalent to a floor space ratio of 12.46:1
- Use of the building envelope area for commercial premises including commercial office, retail and business premises
- Use of the conceptual OSD space provisioning within the footprint of the CSSI Approval (both above and below ground), including the OSD lobby and associated retail space, basement parking, end-of-trip facilities, services and back-of-house facilities
- Car parking for a maximum of 150 parking spaces over four basement levels with an additional 11 parking spaces allocated to the station retail approved under the terms of the CSSI Approval
- Loading, vehicle and pedestrian access arrangements from Denison Street
- Strategies for utility and services 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).

The total GFA for the Integrated Station Development including the station GFA (i.e. retail, station circulation and associated facilities) and the OSD GFA is 67,000 square metres and is equivalent to a FSR of 13.9:1.

A drawing illustrating the proposed building envelope is provided in **Figure 5**. The concept SSD Application includes an indicative design for the OSD to demonstrate one potential design solution within the proposed building envelope (refer to **Figure 6**).

Victoria Cross Station is to be a key station on the future Sydney Metro network, providing access to the growing North Sydney Central Business District (CBD). The proposal combines the Metro station with a significant commercial office tower, contributing to the North Sydney skyline. The OSD would assist in strengthening the role of North Sydney as a key component of Sydney's global economic arc and would contribute to the diversity, amenity and commercial sustainability of the CBD.

It is noted that Victoria Cross northern services building and new station entrance at Victoria Cross North do not form part of the concept SSD Application.

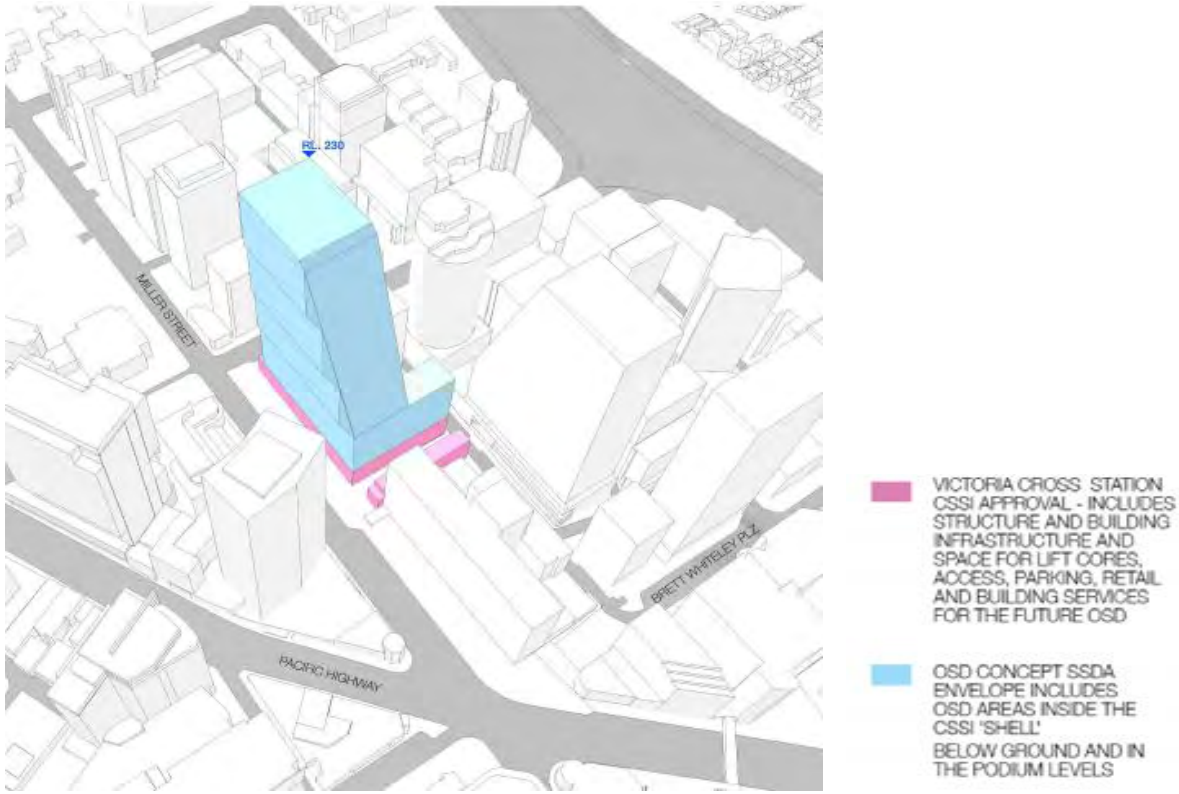


Figure 5: Proposed Victoria Cross OSD building envelope

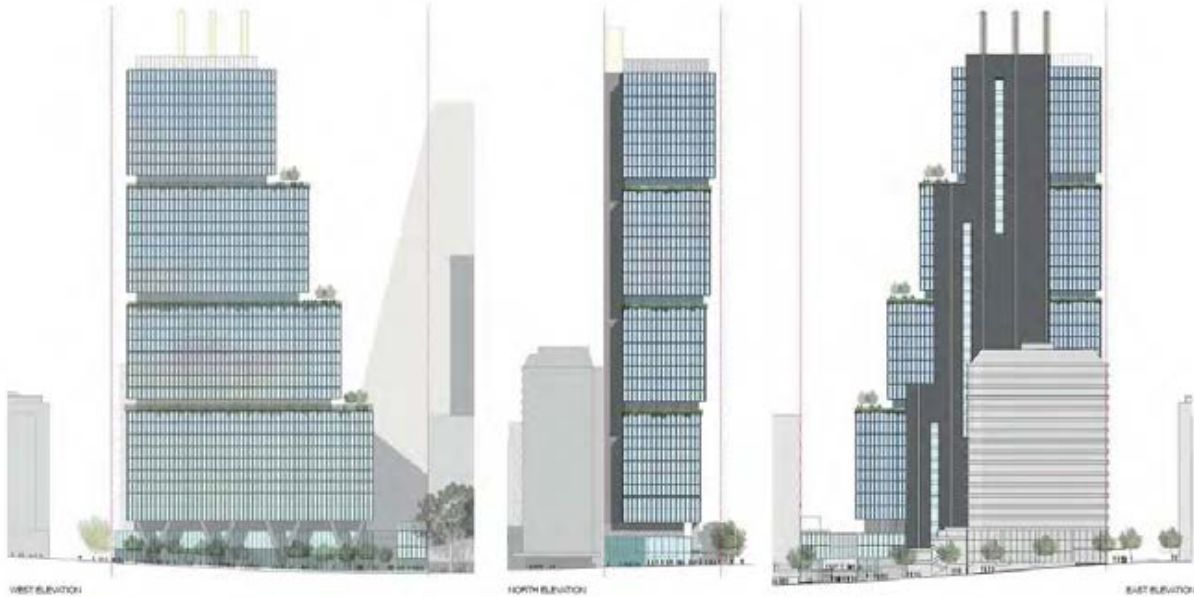


Figure 6: Victoria Cross indicative OSD design

2.0 Scope of the Assessment

The scope of this assessment is limited to:

- Basement parking and vertical access to the commercial and common levels
- Level 00 accessways from Denison Street entry
- Level 00 Miller Street commercial entry lobby, associated OSD retail and through-site link
- Level 01 commercial office lobby
- Level 02 plant, equipment and egress stairways
- Level 03 plant, equipment and egress stairways
- Level 04 transfer level
- Level 05 to 40 commercial office areas with plant and equipment on levels 41, 42 and rooftop

This accessibility assessment excludes the following areas which form part of the CSSI Approval;

- Outdoor landscaped accessways
- Metro station areas
- Retail areas

2.1 Development Application Plans

This report is based on the indicative OSD concept design drawings provided by TfNSW (hereafter referred to as the indicative OSD design) and includes the following:

- Typical Basement Level (**Figure 11 & Figure 18**)
- Basement Level 01 (**Figure 10**)
- Denison Street Entry Level (**Figure 8**)
- Miller Street Entry Level (**Figure 7**)
- Level 01 (**Figure 12**)
- Level 02 (**Figure 13**)
- Level 04 (**Figure 14**)
- Lower Mid-rise Level (**Figure 15**)
- Upper Mid-rise Level (**Figure 16**)
- Typical High-rise level (**Figure 17**)

- Level 33 (**Figure 19**)
- Section through Podium/ Through-site link (**Figure 9**)

3.0 Accessibility Assessment

3.1 External Pathways & Building Entrances (Parts D3.2 & D3.3 of the BCA)



Figure 7: Miller Street Entrance lobby

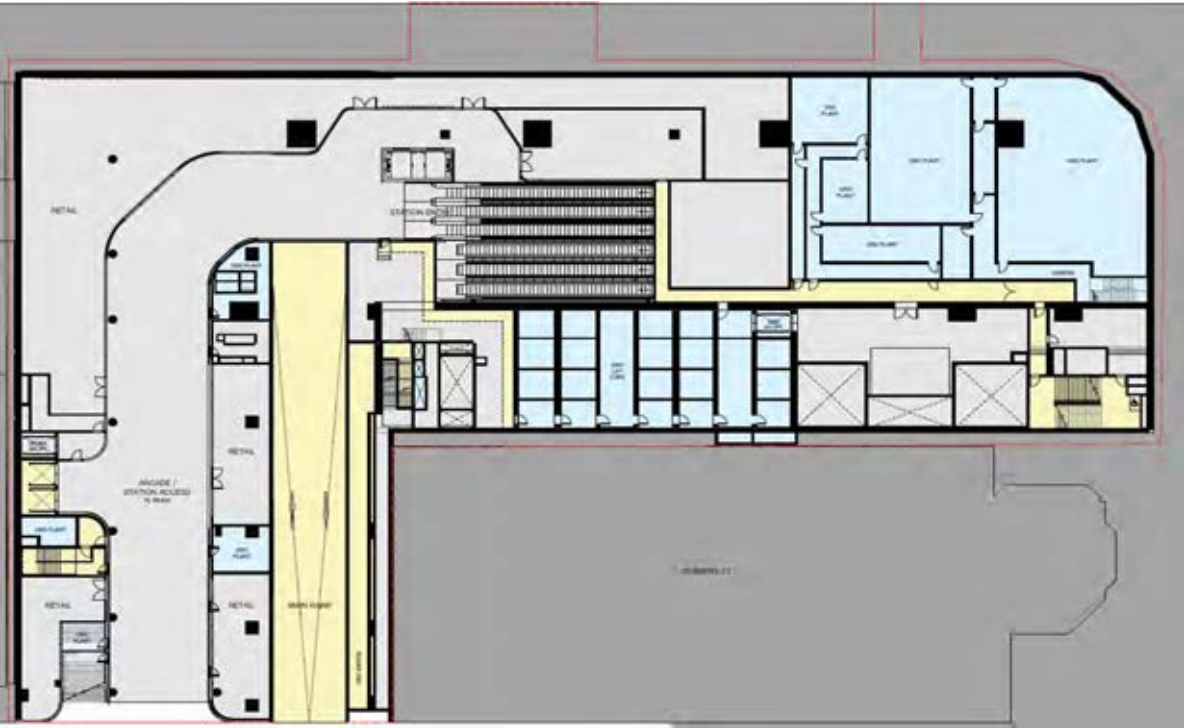


Figure 8: Denison Street Entrance Level.



Figure 9: Section through Podium / through Site link.

- The site is adjoined by three street frontages which all provide accessible pedestrian entrances into the indicative OSD design lobby and OSD retail areas.
- With respect to the commercial OSD, the plans propose the following:
 - Miller Street proposes (**Figure 7**) on-grade accessible entrances to enter the commercial office lobby and associated retail space (OSD) to satisfy D3.2 and E3.6 of the BCA and the DDA Access Code.
 - Denison Street (**Figure 8**) proposes an on-grade arcade style through-site link at the lower ground floor (level 00 on plan) that forms a retail mall and incorporates public access lifts to the basement car park and retail/commercial areas on levels 1 to 3 and on-grade access to two (2) lifts which travel to the station concourse to enable equitable access to all areas to satisfy D3.2 and E3.6 of the BCA and the DDA Access Code.
 - With regard to the doorway entrances the construction certificate plans will provide details of door widths, confirm level entry door threshold, door hardware, ramps, stairs and handrails in accordance with AS1428.1 to facilitate wheelchair access to comply with Parts D3.2, D3.3 of the BCA and DDA Access Code.
- As detailed above, access to the OSD lobby and associated OSD retail from Denison Street and Miller Street (**Figure 9**) will be completed as part of the station works approved in the CSSI Approval. These elements of the design are subject to further design development and will be documented in the Station Design and Precinct Plan

and the Interchange Access Plan required to be prepared under the terms of the CSSI approval. For the purposes of assessing compliance with the relevant access requirements for this SSD Application, an assessment of the indicative OSD design is provided in the sections below and is limited to the accessibility of the OSD spaces provided within the station box (i.e. the OSD lobby, associated OSD retail, car parking and lift access) and internal circulation within the commercial building. Based on the indicative OSD design, this accessibility assessment concludes that compliance with the relevant accessibility requirements can be achieved.

3.2 Internal Circulation (Part D3.3 of the BCA)

- **Ground Floor Miller Street** – The plans confirm the entry lobby shall provide level access from the entrance doorways to the lifts with 3000mm width lift landings that easily comply with AS1428.1 to satisfy D3.3 and E3.5 of the BCA and DDA Access Code.
- **Ground Floor Denison Street Through Site Link** – The plans confirm the lift landings to access the carpark lifts easily comply with AS1428.1 to satisfy D3.3 and E3.5 of the BCA and DDA Access Code.
- It is assumed the design of outdoor access ways and the through-site link will inherently provide accessible approaches to the OSD lobby and carpark lifts.
- **Basement Level 1** – Generally, this floor proposes loading dock facilities, end of trip facilities, various plant and equipment and two passenger lifts and two goods lifts servicing this floor which enables equitable access to satisfy D3.3 and E3.5 of the BCA and DDA Access Code (**Figure 10**).

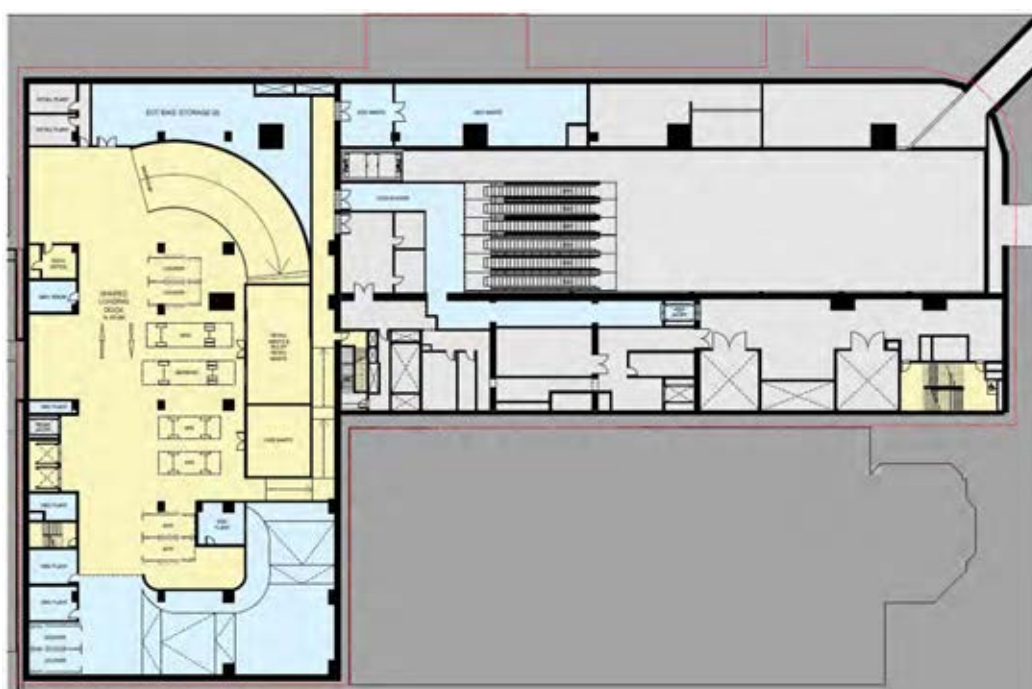


Figure 10: Basement Level 1

- **Basement Level 2** - Generally, this floor proposes end of trip facilities, courier parking, various plant and equipment and two lifts servicing this floor which enables equitable access to satisfy D3.3 and E3.5 of the BCA and DDA Access Code.
- **Basement Levels 3 to 7** - These floors propose parking for the OSD commercial areas of the development, various plant and equipment and two passenger lifts servicing each floor which enables equitable access to satisfy D3.3 and E3.5 of the BCA and DDA Access Code.
- The plans (**Figure 11**) indicate two accessible parking spaces can be provided directly adjacent to the lifts which enable equitable access in accordance with AS2890.6, AS1428.1 to satisfy D3.3, D3.5 and E3.5 of the BCA and DDA Access Code.



Figure 11: Typical basement level.

- Level 1** – The plan illustrates a void area over the entry lobby, southern lift lobby and access corridor to retail toilets, which needs to be increased to at least 1600mm (1800mm preferred) to facilitate complying access (**Figure 12**). The plan also shows plant rooms, goods lift access to a delivery/handling area, egress corridors and exit stairways that will comply.

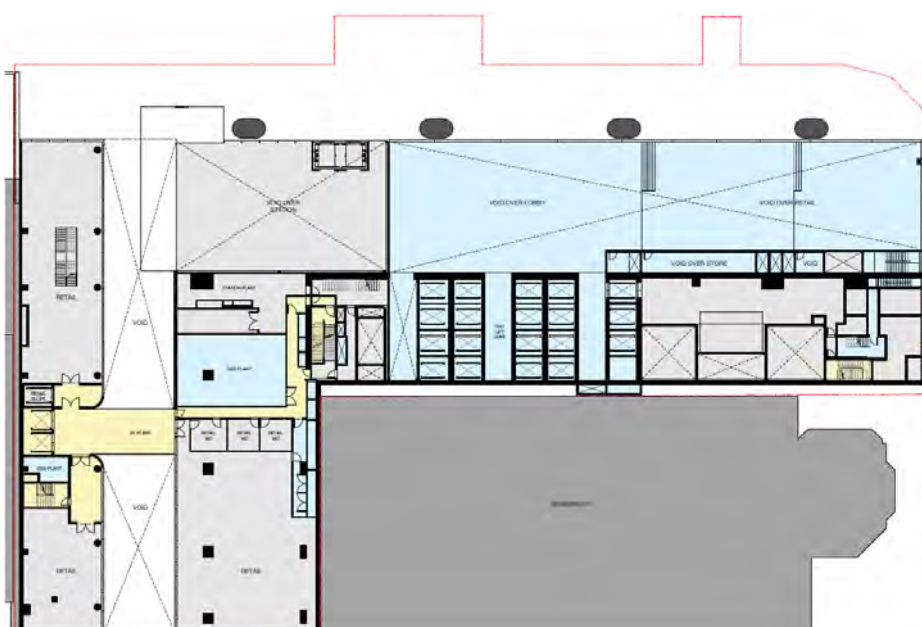


Figure 12: Level 1

- **Level 2** – The plan illustrates a void area over the entry lobby, southern lift lobby, plant rooms, egress corridors and exit stairways (**Figure 13**).

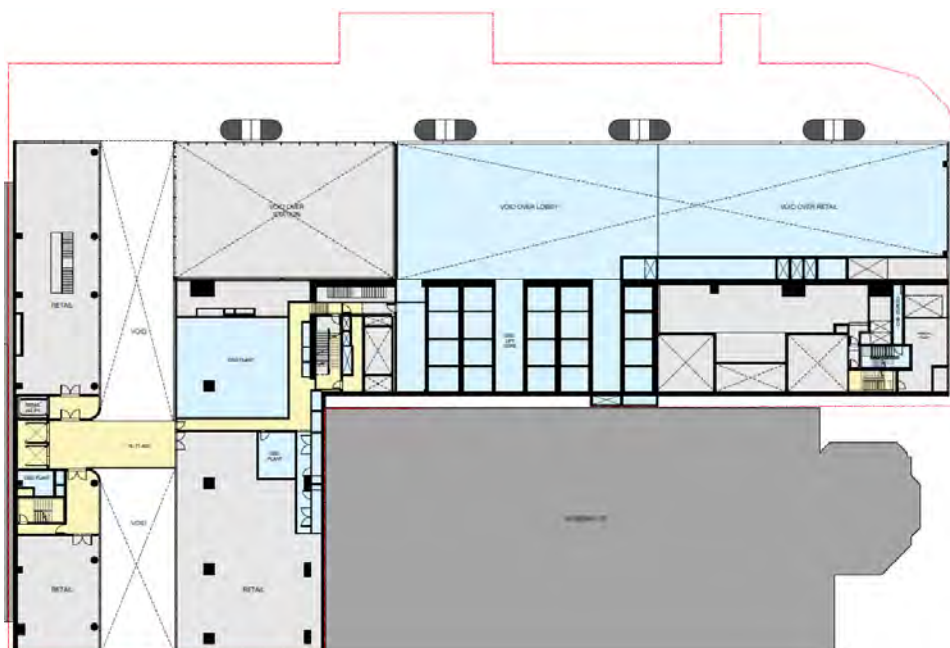


Figure 13: Level 2

- **Level 3** – The plan illustrates a void area over the entry lobby, plant rooms and egress corridors and stairways.
- **Level 4 Transfer (Levels 5 to 13 similar)** – The plans illustrate lift access to level 4 with an open plan layout across a single level enabling unrestricted access to all areas in accordance with AS1428.1 to satisfy the D3.3 of the BCA and DDA Access Code (**Figure 14**).

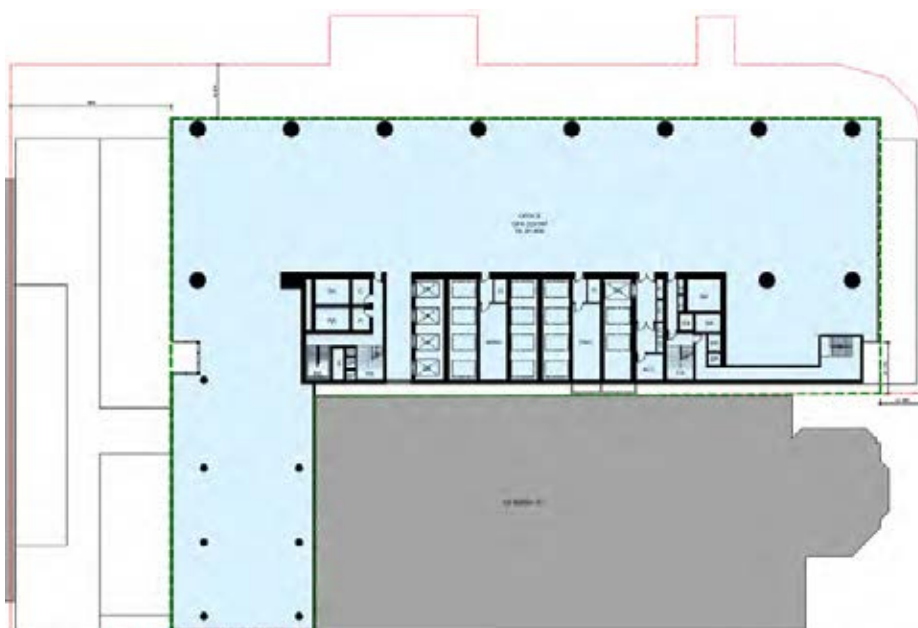


Figure 14: Level 4

- The plans indicate the provision for a unisex wheelchair accessible toilet of at least 2800 X 2500, male and female toilet facilities which can be detailed to comply with AS1428.1 to satisfy F2.4 of the BCA and DDA Access Code.
- Egress provisions include fire isolated stairways and emergency lifts with the latter providing assisted evacuation opportunities for people with disabilities who cannot walk down stairways. The fire isolated stairways can be detailed to comply with D2.17 and D3.3 (a) (iii) of the BCA and DDA Access Code.
- **Level 14** – The plan shows plant rooms which are not required by D3.3 BCA and DDA Access Code to be accessible.
- **Lower Mid Rise Levels 15 to 22** – The plans illustrate lift access to all mid-rise levels with open plan floors enabling unrestricted access to all areas in accordance with AS1428.1 to satisfy the D3.3 BCA and DDA Access Code (**Figure 15**).

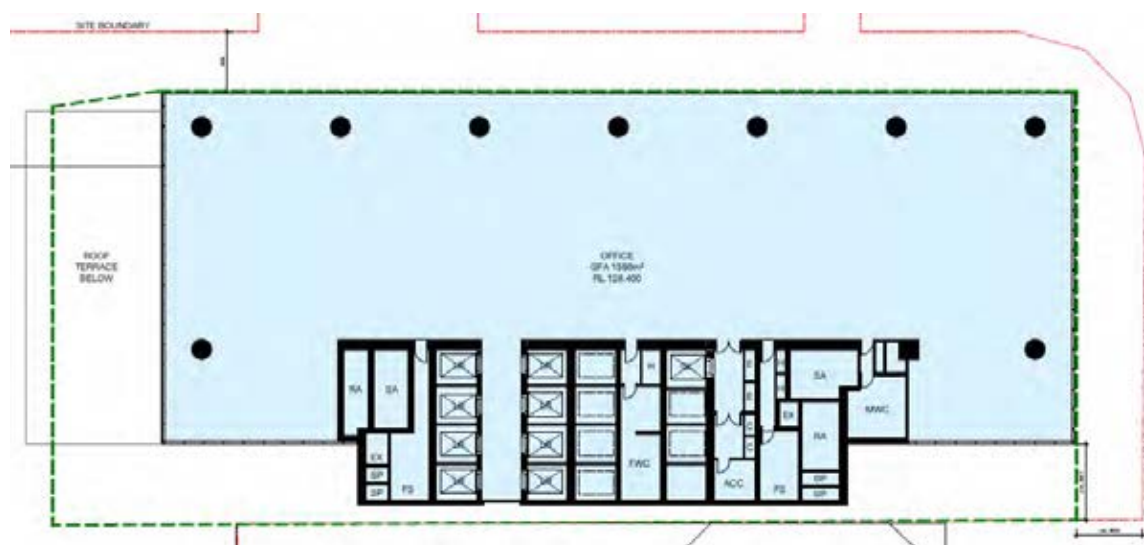


Figure 15: Lower mid-rise level

- The plans indicate the provision for a unisex wheelchair accessible toilet of at least 2800 X 2500, male and female toilet facilities which can be detailed to comply with AS1428.1 to satisfy F2.4 of the BCA and DDA Access Code.
- Egress provisions include fire isolated stairways and emergency lifts with the latter providing assisted evacuation opportunities for people with disabilities who cannot walk down stairways. The fire isolated stairways can be detailed to comply with D2.17 and D3.3 (a)(iii) of the BCA and DDA Access Code.
- **Upper Mid Rise Levels 23 to 32** – The plans illustrate lift access to all mid-rise levels with open plan floors across a single floor level enabling unrestricted access to all areas in accordance with AS1428.1 to satisfy the D3.3 BCA and DDA Access Code (**Figure 16**).

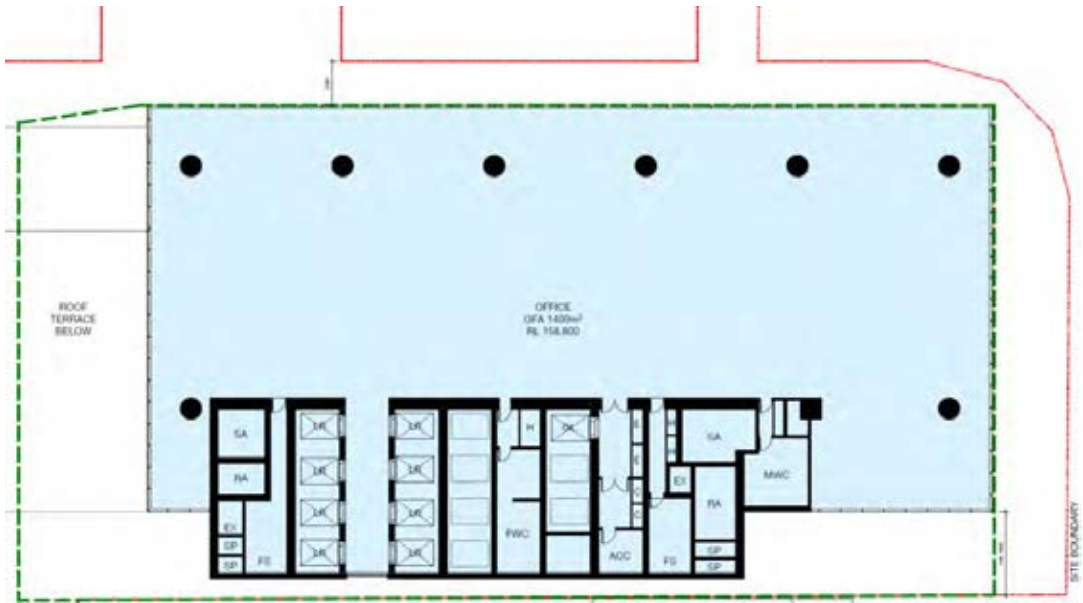


Figure 16: Upper mid-rise level

- High Rise Levels 33 to 40** – The plans illustrate lift access to all high rise levels with open plan floors across a single floor level enabling unrestricted access to all areas in accordance with AS1428.1 to satisfy the D3.3 BCA and DDA Access Code (Figure 17).

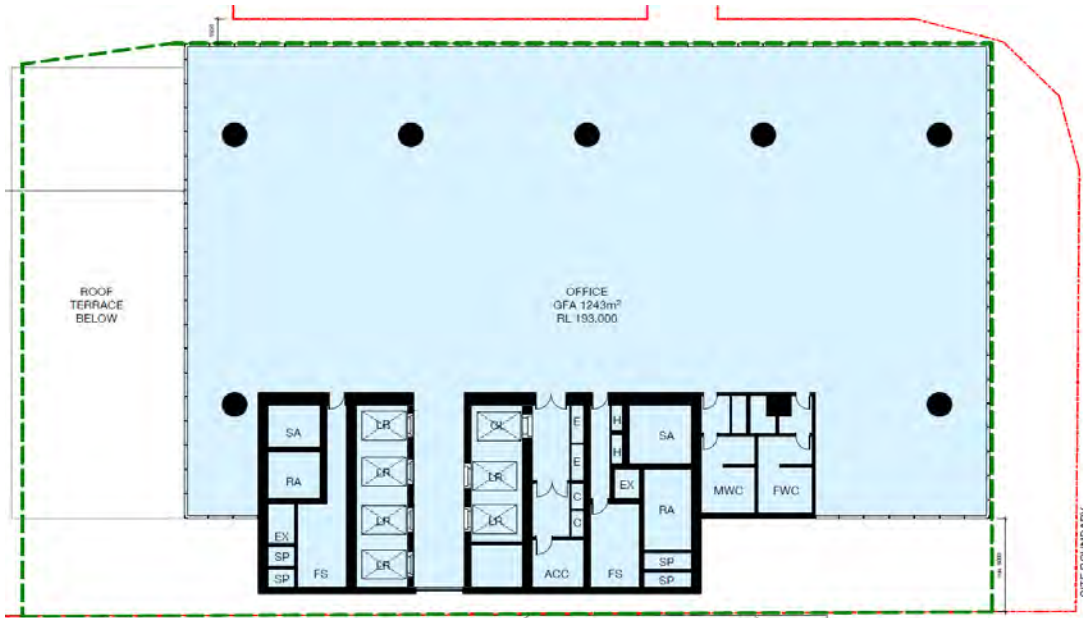


Figure 17: High rise level

- The plans indicate the provision for a unisex wheelchair accessible toilet of at least 2800 X 2500, male and female toilet facilities which can be detailed to comply with AS1428.1 to satisfy F2.4 of the BCA and DDA Access Code.
- Egress provisions include fire isolated stairways and emergency lifts with the latter providing assisted evacuation opportunities for people with disabilities who cannot walk down stairways. The fire isolated stairways can be detailed to comply with D2.17 and D3.3 (a)(iii) of the BCA and DDA Access Code.
- Stairways – Fire Isolated – In review of the fire-isolated stairways I am satisfied that the designs can be appropriately configured to incorporate a single continuous inner handrail complying with clause 12 of AS1428.1 and luminance contrasting stairway nosings to comply with AS1428.1 to satisfy Parts D3.3, D2.17 and slip resistance requirements of P4 or R11 to comply with D2.14 of the BCA and DDA Access Code
- **Doors** - Doors required to be accessible shall be documented to provide 850mm clear opening width (generally a 920pmm butt hinge door complies).
- Doors associated with ambulant accessible toilets shall provide 700mm clear opening width on the cubicle and 750mm clear opening width at the entry.
- Where pivot doors are proposed then larger doors are required.
- The force to open doors shall not exceed 20 Newtons, otherwise the door must be automated.
- Door handles shall be a D-lever or D-pull style in a 900-1100mm minimum height zone. Privacy Snib latches on unisex wheelchair accessible toilets shall be a lever type.
- Door controls for automated doors shall provide the push buttons in a height range of 900 to 1200mm and at least 500mm from and internal recessed corner or obstruction.
- **Doorway luminance contrast** is required for all doors except service cupboards and rooms for electrical, communications, hydraulics and other plant. To comply with AS1428.1 and D3.3 of the BCA the door or a 50mm border/frame shall be of a colour that provides 30% minimum luminance contrast to the wall colours.
- **Glazing Markings** – Glazed doors and walls that can be mistaken for an opening must provide a 75mm minimum height band in a zone of 900-1000mm above the floors as a continuous strip that achieves 30% minimum luminance contrast to the background wall/floor approximately 1500mm from the subject glazing.

3.3 Parking (Part D3.5 of the BCA)

- The development proposes six levels of basement parking from level B2 to B7 consisting of approximately 161 car spaces, loading dock facilities, bicycle parking and end of trip facilities with lift access to every level.
- **Basement levels 3, 4, 6 and 7** provide opportunities to install at least two (2) accessible parking spaces on each level of 2400mm width adjoining a 2400mm width shared area in locations that facilitate direct and level access to the lifts consistent with AS 2890.6 and D3.5 of the BCA and DDA Access Code in terms of quantity and design (**Figure 18**).
- The proposed levels of the building indicate a 2200mm minimum height entry and similar on the ramps and driveway while the accessible parking will have 2500mm height clearance which complies with AS2890.6 to satisfy D3.5 of the BCA and DDA Access Code.



Figure 18: Basement Level

3.4 Accessible Sanitary Facilities (Part F2.4 of the BCA)

- The development provides a unisex wheelchair accessible toilet on every floor from level 4 to 40 where sanitary facilities are provided and where male and female toilets exist then at least one male and female cubicle shall include ambulant accessible features with AS1428.1 to satisfy and Part F2.4 of the BCA and DDA Access Code (**Figure 19**).
- The end of trip facilities on B2 can also be detailed with a unisex wheelchair accessible toilet / shower facility and ambulant accessible male and female toilets complying with AS1428.1 to satisfy and Part F2.4 of the BCA and DDA Access Code.

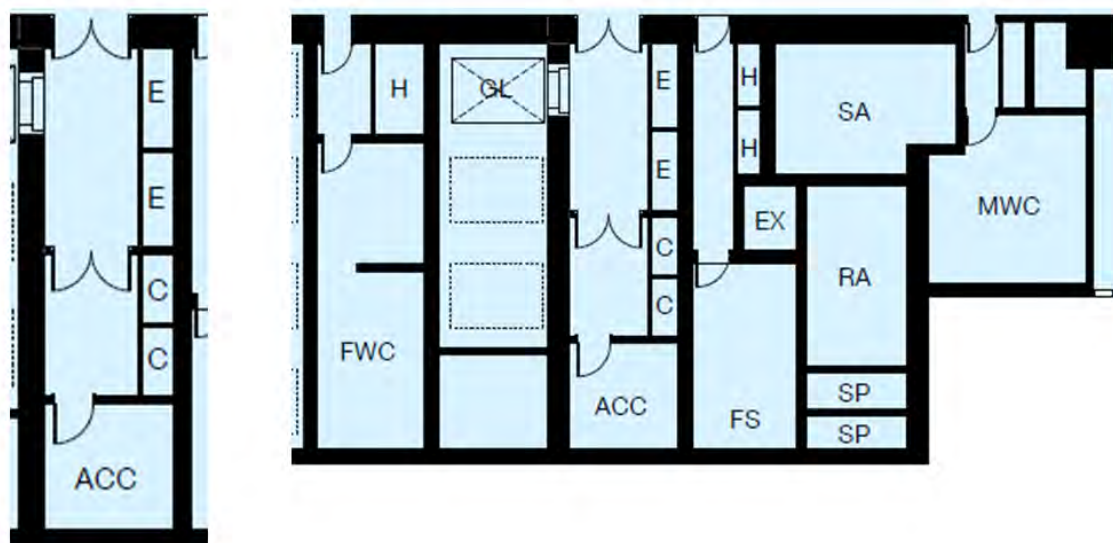


Figure 19: Example Layout on Level 33

3.5 Identification – Braille and tactile signage (Part D3.6 of the BCA)

- Sanitary Facilities - Details concerning the provision of raised tactile and Braille signage for ALL of the toilets as required by Part D3.6 and Specification D3.6 of the BCA, will be provided at construction certificate stage.
- Fire Exit Doors - FIRE EXIT signs on doors shall also be detailed with raised tactile and Braille characters as required by Part D3.6 and Specification D3.6 of the BCA.

3.6 Tactile ground surface indicators (Part D3.8 of the BCA)

- Details concerning the provision of tactile ground surface indicators (TGSIs) as required by Part D3.8 of the BCA will be provided at construction certificate stage for pedestrian ramps, non-fire isolated stairs, travelators/escalators and overhead hazards in accordance with AS1428.4.1 to satisfy D3.8 of the BCA and DDA Access Code.
- Tactile ground surface indicators shall provide the following minimum luminance contrast:
 - 30% minimum contrast for tile from integrated tactiles
 - 45% minimum contrast for single colour discrete studs
 - 60% minimum contrast for two coloured composite studs.

3.7 Lifts (Part E3.6 of the BCA)

- The plans show multiple lifts, which indicate the lift cars will be at least 2000mm X 1400mm in size, which complies with Part E3.6 of the BCA and DDA Access Code.
- All lift landings provide at least 3000mm width in area to comply with AS1428.1 and satisfy E3.5 of the BCA.
- Details concerning the lift specification will be provided at construction certificate stage to confirm compliance.

4.0 Conclusion

In reviewing the indicative OSD design, it can be concluded that the future development of the site is capable of providing universal and inclusive access for people with disabilities in a manner complying with the DDA Premises Standards and Parts D3, E3.6, F2.4 of the BCA.

This page has intentionally been left blank