morris goding accessibility consulting

MIRVAC

7 RAILWAY STREET, CHATSWOOD

ACCESS REVIEW

Morris-Goding Accessibility Consulting

FINAL v2

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1. EXECUTIVE SUMMARY

The Access Review Report is a key element in the design development of 7 Railway Street, Chatswood, and an appropriate response to the AS1428 series, Building Code of Australia (BCA), and ultimately the Commonwealth Disability Discrimination Act (DDA).

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

The development has been reviewed to ensure that ingress and egress, paths of travel; circulation areas, toilets, lifts, adaptable units, and car parking comply with relevant statutory guidelines.

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

It is advised that the provisions of the DDA Access Code 2010 are due to be inserted into the BCA from 1 May 2011. The provisions of the DDA Access Code will from that date onwards thereby become mandatory for new building work. If it is anticipated that construction certificate for this project is to be granted on or after 1 May 2011, the adoption of the recommendations in this report which have been made in accordance with the DDA Access Code is advised.

2. INTRODUCTION

2.1. General

Mirvac has engaged Morris-Goding Accessibility Consulting to provide an accessibility report in relation to the proposed mixed-use development at 7 Railway Street, Chatswood NSW 2067.

The site of the development is bounded by Railway Street (to the west), Help Street (to the south), and Cambridge Lane (to the east).

The development consists of retail and commercial office tenancies, upper-level residential accommodation, basement car parking, and associated external domain modifications, which include a new public park.

The requirements of the investigation are to:

- Review the following supplied drawings of the proposed development: PA1000-1; PA1001-1; PA1002-1; PA1003-1; PA1004-1; PA1005-1; PA1006-1; A1007-1; PA-1008-1; PA-1009-1; PA1010-1; PA1011-1; PA1012-1; PA1013-1; PA1014-1; PA1015-1; PA1016-1; PA1017-1; PA1018-1; PA1019-1; PA1020-1; PA1021-1; and PA1025-1;
- Provide a report that will analyse the provisions of disability design; and
- Recommend solutions that will ensure the design complies with the Disability Discrimination Act (DDA), Building Code of Australia (BCA) and AS 1428 series.

2.2. Objectives

The Report considers user groups, who include residents, staff, visitors, and members of the public. The Report attempts to deliver equality, independence and functionality to people with a disability inclusive of:

- People with a mobility impairment (ambulant and wheelchair)
- People with a sensory impairment (hearing and vision)
- People with a dexterity impairment

The Report seeks to provide compliance with the DDA. In doing so, the Report attempts to eliminate, as far as possible, discrimination against persons on the ground of disability.

2.3. Accessibility Regulations and Standards

The following standards and regulatory instruments have been applied in the report:

- AS 1428.1 – (80% of people with a disability accommodated)
- AS 1428.2 – (90% of people with a disability accommodated)
- AS 1735.12 – (Lift Provision for People with a Disability)
- AS 1735.15 – (Low-Rise Passenger Lifts – Non-Automatically Controlled)
- AS 2890.6 – (Off-Street Parking for People with Disabilities)

- AS 4299 – (Adaptable Housing Code)
- SEPP 65 – (Design Quality of Residential Flat Development)
- BCA – (Building Code of Australia)
- DDA Access Code 2010

3. INGRESS & EGRESS

3.1. Commercial Main Entrance

There is one commercial main entrance on ground level (level 1). The above main entrance fronts Railway Street.

The commercial main entry doorway consists of a set of dual-leaf automatic sliding doors. The above main entry doorway has a clear width which is compliant with AS 1428.2. There are suitable circulation areas on either side of the above main entry doorway.

The provision of a continuous accessible path of travel from the Railway Street frontage to the accessible commercial main entry doorway is achievable, compliant with the BCA.

There is a commercial entry lobby adjacent to the commercial main entry lobby. There are continuous accessible paths of travel throughout the commercial main entry lobby. The main paths of travel have clear widths which will allow two wheelchair users the ability to pass each other simultaneously whilst travelling in the opposite direction, compliant with AS 1428.2.

There is a continuous accessible path of travel from the commercial main entry doorway to each of the commercial passenger lifts.

There is a commercial common-use stairway which connects the ground level commercial main entry lobby with each of the upper-level commercial floors.

The provision of handrails compliant with AS 1428.1 on either side of the above main entry stairway is achievable.

There is in addition a single-leaf hinged doorway which connects the commercial main entry lobby with the residential lift lobby. It is assumed that the above doorway is for emergency egress or maintenance purposes only. The provision of a minimum clear width of 850mm is achievable at the above doorway.

3.2. Retail Main Entrances

There are a total of two retail tenancies in the proposed development, both of which are located on level 1 at the corner of Railway Street and Help Street. The main entry doorway to each of the above retail tenancies consists of single leaf hinged door. The above main entry doorways each have a suitable clear width and circulation areas on either side, compliant with AS 1428.2.

The provision of a continuous accessible path of travel from the Railway Street frontage to the retail tenancy main entry doorway is achievable, compliant with the BCA.

3.3. Residential Main Entrance

There is one residential main entrance on level 1. The residential main entry doorway consists of a set of dual-leaf automatic sliding doors. The above doorway has a clear width compliant with AS 1428.2. There are suitable circulation areas on either side of the above main entry doorway.

The provision of a continuous accessible path of travel from the Railway Street frontage to the residential main entry doorway is achievable, compliant with the BCA.

The residential main entry doorway connects to the residential main entry lobby. There are continuous accessible paths of travel throughout the residential main entry lobby. The main paths of travel have clear widths which will allow two wheelchair users the ability to pass each other simultaneously whilst travelling in the opposite direction, compliant with AS 1428.2.

There is a continuous accessible path of travel compliant with AS 1428.2 from the residential main entry lobby to the residential passenger lifts.

3.4. Emergency Egress

The paths of travel for emergency egress from the basement levels 1-7 are via three separate emergency egress stairways.

The paths of travel for emergency egress from ground level (level 1) are via the commercial main entry doorway, the residential main entry doorway, or the retail main entry doorways.

The paths of travel for emergency egress from levels 2-43 & 43M of the new building are via two separate emergency egress stairways. The above two emergency egress stairways each connect to level 1.

It is understood that the possibility of providing a minimum clear width of 850mm (920mm door leaf) at each doorway leading to emergency egress stairways (which represents best practice in terms of accessible emergency egress) will be investigated by the client at design development stage.

4. RETAIL/COMMERCIAL

4.1. Commercial Offices - Paths of Travel

There are commercial office tenancies located on levels 2, 3, and 4.

There is a continuous accessible path of travel from street frontage to levels 2, 3 and 4 via each of the commercial passenger lifts. There is a circulation area in each of the commercial lift lobbies which will allow a wheelchair user to turn 180° in an independent and equitable manner, compliant with AS 1428.2.

The entry doorway to each of the commercial tenancies consists of a single-leaf hinged doorway. Each of the above entry doorways has a clear width of 850mm, compliant with AS 1428.2. The majority of the entry doorways have latch-side clearances compliant with AS 1428.2. The internal latch-side clearance at the main entry doorway of the commercial tenancies immediately north of the garbage room respectively on levels 2, 3, and 4 are non-compliant. However, a suitable push-button device for the operation of the door from within the tenancies on levels 2, 3, and 4 will obviate the requirement for the provision of a suitable internal latch-side clearance.

The main paths of travel within each of the commercial office tenancies will allow a single wheelchair user the ability to turn 180º in an independent and equitable manner, compliant with AS 1428.2. The main paths of travel will also allow two wheelchair users the ability to pass each other simultaneously whilst travelling in the opposite direction, compliant with AS 1428.2. The main paths of travel within the commercial office levels are assumed to be level throughout.

4.2. Passenger Lifts

There are two passenger lifts which serve the commercial office levels. Each of the above two lifts constitutes a continuous accessible path of travel between the basement car parking levels, ground level (level 1), and commercial office levels 2, 3, and 4.

Each of the two lift cars has internal floor dimensions of 1400mm (width) x 1900mm (length), which is compliant with DDA Access Code 2010 and AS 1428.2.

There is a circulation area within each of the lift lobbies served by the commercial lifts which will allow a single wheelchair user the ability to turn 180º in an independent and equitable manner, compliant with AS 1428.2.

The two commercial passenger lifts will also constitute a continuous accessible path of travel from the retail tenancies to the basement retail car parking and the basement retail sanitary facilities.

It is understood that that the components of each of the two commercial passenger lift cars (control panels, audio/visual indicators, handrails and light levels) will be designed to comply with AS 1735.12.

4.3. Commercial Sanitary Facilities

There is one common-use unisex commercial accessible toilet/shower on each of commercial office levels 2, 3, and 4 as well as on basement level 1. The provision of a unisex accessible toilet on each commercial level is compliant with the BCA as well as the DDA Access Code 2010.

Each of the commercial accessible toilets has internal dimensions which will accommodate the minimum combined pan, washbasin and shower circulation areas under AS 1428.1. With the specification of a suitable fold-down shower seat, the accessible toilets will also each achieve a pan circulation area compliant with AS 1428.2.

The entry doorway to each of the accessible toilets has a clear width of 850mm, compliant with AS 1428.2. There are suitable circulation areas on either side.

There is a continuous accessible path of travel from the commercial passenger lifts and from each of the commercial tenancies to the accessible toilet on the commercial levels as well as on basement level.

4.4. Retail Paths of Travel

There are continuous accessible paths of travel throughout each of the two retail tenancies on level 1.

The main paths of travel have suitable clear widths which will allow a single wheelchair user the ability to turn 180° in an independent and equitable manner, compliant with AS 1428.2. The main paths of travel will also allow two wheelchair users the ability to pass each other in an independent and equitable manner, compliant with AS 1428.2.

It is noted that the sole common-use path of travel from the basement retail car parking to the retail tenancies on level 1 for all retail users – both with and without a disability – is via the commercial lifts and the commercial entry lobby.

4.5. Retail Sanitary Facilities

There is a unisex retail accessible toilet/shower on basement 1 level, located near the basement 1 level lift lobby.

The above accessible retail toilet/shower has internal dimensions which will readily accommodate the minimum combined pan, washbasin and shower circulation requirements under AS 1428.1. With the specification of a suitable fold-down shower seat, the accessible toilets will also each achieve a pan circulation area compliant with AS 1428.2.

The entry doorway of the retail accessible toilet has a clear width of 850mm, compliant with AS 1428.2. There are suitable circulation areas on either side of the above entry doorway.

There is a continuous accessible path of travel from the basement 1 level lift lobby to the above accessible toilet.

5. RESIDENTIAL ACCOMMODATION

5.1. Path of Travel: General

There are residential units on levels 5-42 (inclusive) of the development.

There is a continuous accessible path of travel from street frontage and from each of the car parking levels to all residential levels via each of the four residential passenger lifts.

Each of the corridors leading to residential unit entry doorways has a minimum clear width which is suitable for a path of travel for a single wheelchair user under AS 1428.2.

There is a circulation area at the end of all of the residential arterial corridors which will allow a single wheelchair user the ability to turn 180° in an independent and equitable manner, compliant with AS 1428.2 and the DDA principle of equality of access.

5.2. Residential Passenger Lifts

There are a total of four passenger lifts in the proposed development for residential use. Each of the above lift cars has internal dimensions compliant with AS 1735.12 and AS 1428.2.

There is a circulation space within each of the residential lift lobbies from basement level 7 through to level 42 (inclusive) which will allow a wheelchair user the ability to turn 180° in an independent and equitable manner, compliant with AS 1428.2.

It is understood that that the components of each of the two commercial passenger lift cars (control panels, audio/visual indicators, handrails and light levels) will be designed to comply with AS 1735.12.

5.3. Adaptable Units: Allocation

There are a total of approximately 304 residential units in the development. There are a total of 31 adaptable units in the proposed development. The development therefore achieves a 10 per cent proportion of adaptability.

There are a total of three different adaptable unit types, one of which is two-bedroom in design, and the other two of which are three-bedroom in design. The adaptable units have been allocated across an extensive range of floors. The composition and allocation of the adaptable units can be understood as being capable of catering to a diverse range of occupants.

The number of adaptable units is in accordance with the intent of SEPP 65.

A proportion of 10 per cent adaptability is on par with the current residential adaptability requirements in the jurisdictions of Parramatta and Penrith City Councils, with these local government areas all being in character comparably urban and transit-oriented.

Due to the scale of the development, 10% of the total number of units represents a significant quantum of adaptable units, that being 31 adaptable units.

A proportion of 10 per cent adaptability is higher than the current residential adaptability requirements in the geographically neighbouring jurisdictions of Warringah Council and Hornsby Shire Council.

It is noted that Willoughby Council DCP clause C.6.3(B) typically requires that 50 per cent of the residential units in a residential development are to be adaptable in accordance with AS 4299.

5.4. Adaptable Units: Design

The three adaptable unit types are: unit 1201 and similar, unit 1501 and similar, and unit 2601 and similar. The following comments are applicable to all three unit designs.

There is a clear width of 850mm at the unit main entry doorway at pre-adaptation stage, and there is suitable internal and external latch-side clearance at the unit main entry doorway at pre-adaptation stage, which is compliant with AS 4299.

There is a suitable clear width of 820mm at entry doorway to the main bedroom and to the main bathroom. The provision of a clear width of 820mm at the remaining internal doorways for compliance with AS 4299 clauses 4.3.3 and 1.4.3 is achievable during design development.

There are corridor clear widths compliant with AS 4299 throughout the units at both pre- and post-adaptation stages.

The provision of an unobstructed circulation area with a minimum diameter of 2250mm is achievable within the living room after the placement of furniture at post-adaptation stage, which is compliant with AS 4299.

The provision of a clearance of 1550mm between kitchen benches at post-adaptation stage within each of the unit designs is achievable, compliant with AS 4299. The cooktop is separate from the wall-mounted oven at post-adaptation stage, compliant with AS 4299. There is an 800mm-long bench adjacent to the cooktop and the wall-mounted oven in the kitchen at post-adaptation stage, compliant with AS 4299.

The provision of a clearance of 1550mm in front of laundry appliances at post-adaptation stage is achievable, compliant with AS 4299.

There is one bedroom which has internal dimensions at pre-adaptation stage which will accommodate the provision of all of the following at post-adaptation stage: a queen-size bed, a clearance of 1000mm on either side of the bed, a clearance of 1200mm at the foot of the bed, and a circulation area a minimum of 1550mm in diameter. This is compliant with AS 4299.

There is one bathroom which has internal dimensions at pre-adaptation stage which will accommodate the minimum combined pan, washbasin and shower circulation requirements under AS 1428.1. This is compliant with AS 4299.

The provision of a suitable continuous accessible path of travel to the unit balconies at post-adaptation stage is achievable.

6. RESIDENTIAL COMMON FACILITIES

6.1. Concierge Desk

There is a space for a residential concierge desk located within the residential lobby on level 1.

There is a continuous accessible path of travel compliant with AS 1428.1 to the intended location of the concierge desk.

6.2. Residential Mailboxes

Under AS 4299, the provision of access to residential mailboxes is mandatory.

There is a residential mailbox room on ground level (level 1). There is an entry doorway to the mailbox room connecting to street frontage. The above main entry doorway has a clear width of 850mm and suitable circulation areas on either side, compliant with AS 1428.2.

There is a second entry doorway into the mailbox room which connects to the level 1 lift lobby. The above entry doorway has a clear width compliant with AS 1428.2. There are suitable circulation areas on either side of the above entry doorway.

There is a continuous accessible path of travel into the mail room via either of the two entry doorways.

There is a circulation area in front of the bank of mailboxes which will allow a person in a wheelchair the ability to turn 180º in an independent and equitable manner, compliant with AS 1428.2. The circulation area in front of the mailboxes is located on a hardstand surface, compliant with AS 4299.

There is a continuous accessible path of travel from all adaptable units to the mailboxes, compliant with AS 4299.

6.3. Residential Garbage Rooms

There is one residential garbage disposal room on levels 5-42 respectively, each of which contains a garbage chute. There is a continuous accessible path of travel from each residential unit main entry doorway to the garbage room on the corresponding level.

The entry doorway to each of the garbage rooms has a clear width of 850mm, which is compliant with AS 1428.2.

There are magnamatic hold-open devices at the entry doorway to each upper-level residential garbage room. The provision of the above mechanisms for garbage room entry door operation is a suitable substitute for the provision of a compliant internal latch-side clearance at garbage room entry doorways.

6.4. Swimming Pool Area

There is a resident-use swimming pool located in the north-east sector on level 1.

There are two entry doorways into the swimming pool area, namely the northern and southern entry doorways. There is a stairway behind the northern entry doorway. The provision of handrails compliant with AS 1428.1 on either side of the above stairway is achievable.

The southern pool area entry doorway is the designated accessible entrance. The above doorway has a clear width of 850mm, which is compliant with AS 1428.2. The above doorway has a non-compliant internal latch-side clearance. However, the provision of an automatic door opening mechanism will obviate the requirement of a compliant latch-side clearance. There is in addition a level landing with suitable dimensions behind the entry doorway.

There is a 1:14 entry ramp which connects the entry doorway to the pool area. The above ramp has handrails on both sides, which is suitable under AS 1428.1. The above ramp has a clear width of 1000mm between handrails at its lower portion, which is compliant with AS 1428.1, and a clear width of 1400mm between handrails at its upper portion, which is compliant with AS 1428.2.

The 1:14 entry ramp constitutes a continuous accessible path of travel to the pool area.

The paths of travel around the pool and spa area on level 1 have a clear width of no less than 1200mm throughout, which is compliant with AS 1428.2.

Under AS 4299, the provision of accessibility to the swimming pool area is to be considered.

There is a resident-use gymnasium adjacent to the pool deck. The entry doorway to the gymnasium has a clear width compliant with AS 1428.2. There are suitable circulation areas on either side of the above entry doorway.

There are continuous accessible paths of travel within the gymnasium.

6.5. Residential Common-Use Accessible Toilet

There is a residential common-use unisex accessible toilet/shower on level 1 adjacent to the swimming pool.

The provision of a unisex accessible toilet which includes an accessible shower is compliant with AS1428.2

The above toilet has internal dimensions which will readily accommodate the minimum combined pan, washbasin and shower circulation requirements under AS 1428.2.

The entry doorway to the accessible toilet has a clear width of 850mm, which is compliant with AS 1428.2. There are suitable circulation areas on either side of the entry doorway.

There is a continuous accessible path of travel from the pool deck to the accessible toilet/shower.

6.6. Residential Park (Railway Enclosure Structure)

Ingress & Egress

There is a resident-use park on the top of the Railway Enclosure Structure adjacent to the residential tower.

The path of travel from the residential tower at 7 Railway Street to the residential park is via a dual-leaf hinged doorway on level 5. There is a continuous accessible path of travel from the residential passenger lifts to the above door via the level 5 arterial corridors.

Each leaf of the residential park doorway has a clear width of approximately 1000mm, which is compliant with AS 1428.2. There are suitable circulation areas on either side of the above doorway.

The above doorway fronts a level landing at FFL 109.98. There is a continuous accessible path of travel from the doorway to a platform lift. The above platform lift appears to be an unenclosed low-rise passenger lift, as defined under AS 1735.15(2002). The platform lift connects to a level landing at FFL 107.98. The level landing in turn connects to a 1:14 ramp.

The 1:14 ramp has handrails on both sides and a clear width of 1000mm between handrails, which is suitable under AS 1428.1. The top and bottom landings of the ramp each have suitable dimensions.

The platform lift and the 1:14 ramp together constitute a continuous accessible path of travel to the residential park.

There is also a stairway which connects the landing at FFL 109.98 to the residential park. There are handrails on either side of the above stairway. The provision of handrails compliant with AS 1428.1 is achievable at the above stairway.

Platform Lift

The platform of the platform lift has dimensions which satisfy the minimum requirements under AS 1735.15 (2002).

The platform lift travels a vertical distance of 2000mm, which is within the maximum travel permitted under AS 1735.15(2002) section 2.2.

Further detail for compliance with AS 1735.15(2002) will be provided during design development.

Paths of Travel

The 1:14 entry ramp in turn directly connects to an area of timber decking within the residential park. The gradients of the timber decking are assumed to be continuously level throughout. The area of hard-stand timber decking represents a substantial proportion of the overall area of the park. There are continuous accessible paths of travel to outdoor seating and to the pergola at the centre of the park.

There is, therefore, access for people with a disability to an equivalent level of amenity in the residential park. This meets the requirements of AS 4299 clause 3.5, which requires that attention be given to the provision of continuous accessible paths of travel within the residential park itself.

7. PUBLIC DOMAIN

7.1. Eastern Public Plaza – Cambridge Lane

There is an existing public plaza located at the corner of Cambridge Lane and Help Street, on the eastern side of the Railway Enclosure Structure.

There is a new raised tier proposed at the southern end of the Cambridge Lane plaza. There is a 1:20 walkway which connects the Help Street footpath with the raised tier. The walkway has a clear width and an overall length compliant with AS 1428.2. There is a suitable level landing at the top of the walkway. The provision of a level landing a minimum of 1200mm in length is achievable at the bottom landing of the walkway.

The provision of a 1:20 walkway to the raised tier represents accessibility best practice, and is in accordance with the DDA principle of equality of access.

The provision of continuous accessible paths of travel within the raised tier is achievable.

There is also an existing external passenger lift which connects the Cambridge Lane plaza with the top of the Railway Enclosure Structure. The passenger lift currently serves an existing child care centre, the main entry of which fronts the Railway Enclosure Structure.

The above passenger lift constitutes a continuous accessible path of travel to the top of the Railway Enclosure Structure.

7.2. Public Park – Railway Street

There is a new public park at the northern end of the development site fronting Railway Street. The upper portion of the new public park is located on top of the Railway Enclosure Structure, and the remainder of the park is located on various tiers adjacent to the new commercial/residential tower.

There is a continuous accessible path of travel from Railway Street to the on-grade portion of the park. There is also a continuous accessible path of travel from Railway Street to the raised tier within the park which is at RL 97.5 via 1:20 walkway.

It appears that access has been provided to a similar level of amenity within the park when compared with the inaccessible, intermediate tiers, which represents accessibility best practice.

There is a continuous accessible path of travel from Railway Street to the upper portion of the park via the following path of travel: the new 1:20 walkway which runs east-west from Railway Street, the existing pedestrian tunnel under the railway line, the existing Cambridge Lane plaza, and the existing Cambridge Lane passenger lift.

The east-west 1:20 walkway has a suitable clear width throughout. The 1:20 walkway has a suitable overall length. There is suitable level landing at the top of the walkway. It is assumed that the bottom landing is on grade with the FFL of the railway underpass, thereby achieving a level landing with a minimum length of 1200mm, compliant with AS 1428.1.

There are also multiple stairways within the park. The provision of handrails compliant with AS 1428.1 on either side of the above stairways is achievable, in line with accessibility best practice.

The provision of a continuous accessible path of travel to the public upper plaza satisfies the DDA principle of non-discriminatory access for people with a disability.

It is understood that a clear system of way-finding signage directing users from Railway Street through the underpass tunnel and to the Cambridge Lane external passenger lift will be provided so as to ensure that users approaching from Railway Street are equitably informed of the continuous accessible path of travel to the upper plaza.

8. MISCELLANEOUS

8.1. Car Parking

There is car parking located on basement levels 1-7 (inclusive) of the proposed development. There is a continuous accessible path of travel to each of the basement car parking levels via the residential and the commercial passenger lifts respectively.

There are a total of 17 commercial car parking bays. There is one commercial accessible car parking bay on basement level 1. The provision of one accessible commercial car parking bay is compliant with the BCA as well as the DDA Access Code 2010.

There are a total of 2 retail car parking bays. There is one retail accessible car parking bay on basement level 1. The provision of one accessible retail car parking bay is compliant with the BCA as well as the DDA Access Code 2010.

The design of the commercial and the retail accessible car parking bays is in accordance with AS 2890.6(2009). This represents best practice in terms of accessibility.

The commercial and retail accessible car parking bays are wholly located on level areas, which is compliant with AS 2890.6(2009).

There is a continuous accessible path of travel from the above accessible car parking bays to the basement level 1 lift lobby.

There are a total of 31 adaptable unit car parking bays. This equates to one adaptable unit car parking bay for each adaptable unit, which is compliant with AS 4299. Each adaptable unit car parking bay will require at least 3.8 metre width to satisfy the minimum requirements under AS 4299.

Each of the 31 adaptable unit car parking bays is suitably located on level areas. The provision of a continuous accessible path of travel to each of adaptable unit car parking bays from the corresponding lift lobby is achievable, compliant with AS 4299.

The commercial and retail accessible car parking bays and the adaptable unit car parking bays are all suitably located as close as possible to the corresponding passenger lifts.

There is a suitable 2.5m vertical clearance over the commercial and retail accessible car parking bays and their associated shared zone. There is a suitable 2.5m vertical clearance of the adaptable unit car parking bays, compliant with AS 4299.

There is also a suitable minimum 2.2m vertical clearance over the entire vehicular path of travel from the vehicular entrance to the accessible commercial and retail parking bays, and to each of the adaptable unit car parking bays, compliant with AS 2890.6(2009).

It is intended that a total of 37 visitors' car parking bays will be provided. As a matter of best practice, consideration will be given to ensuring 1 per cent of all visitors' car parking is accessible.

8.2. Signage

It is understood that detailed signage specifications compliant with the requirements under BCA part D3.6 and AS 1428.1 will provided during design development.