

**SYDNEY INTERNATIONAL CONVENTION,
EXHIBITION AND ENTERTAINMENT PRECINCT
(SICEEP)**

THE HAYMARKET NORTH WEST PLOT

ACCESS REPORT

**REPORT FOR STAGE 2 STATE SIGNIFICANT
DEVELOPMENT APPLICATION (SSDA 4)**

Morris-Goding Accessibility Consulting

FINAL v6

30 May 2013

TABLE OF CONTENTS

1.	EXECUTIVE SUMMARY	3
2.	INTRODUCTION	4
2.1.	Introduction	4
2.2.	Objectives	4
2.3.	Statutory Requirements	4
2.4.	External Domain	4
3.	SICEEP – THE HAYMARKET NORTH WEST PLOT	5
3.1.	Overview of Proposed Development	5
3.2.	Background	6
3.3.	Site Description	7
3.4.	Planning Approvals Strategy	8
4.	PUBLIC DOMAIN	9
4.1.	The Haymarket – North West Plot	9
4.2.	Theatre Access Road	9
4.3.	Dickson’s Lane	9
4.4.	The Boulevard	9
4.5.	Darling Drive	9
5.	INGRESS & EGRESS	10
5.1.	The Haymarket – North West Plot	10
5.2.	Theatre Access Road Entry Point	10
5.3.	Dickson’s Lane Public Car Park Lift Lobby	10
5.4.	Staged Development	10
6.	RETAIL AREAS	12
6.1.	Retail Along Dickson’s Lane	12
6.2.	Entry Plaza Café	12
6.3.	Studio Space	12
6.4.	Sanitary Facilities	12
7.	COMMERCIAL AREAS	14
7.1.	General	14
7.2.	Ingress and Egress	14
7.3.	Emergency Egress	14
7.4.	Path of Travel	15
7.5.	Sanitary Facilities	15
7.6.	Change Rooms	16
8.	CAR PARKING	17
8.1.	General	17
8.2.	Public Car Parking	17
8.3.	Commercial Car Parking	17
9.	CONCLUSION	19

1. EXECUTIVE SUMMARY

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Application (referred to as SSDA 4) follows the submission of a staged SSD DA (SSDA 2) submitted in March 2013 to the Department of Planning and Infrastructure that set out a Concept Proposal for a new mixed use residential neighbourhood at Darling Harbour known as ‘The Haymarket’.

This Application seeks approval for a public car park (above ground) and commercial office building within the North West development plot of The Haymarket and associated public domain works.

This report is an appropriate response to the AS1428 series, Building Code of Australia, DDA (Access to Premises – Buildings) Standards 2010 and ultimately the Commonwealth Disability Discrimination Act 1992.

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

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 an appropriate degree of accessibility. The Development Application drawings indicate that compliance with statutory requirements, pertaining to site access, common area access, accessible sanitary facilities and accessible car parking can be readily achieved.

The recommendations in this report are associated with detailed design and are achievable.

2. INTRODUCTION

2.1. Introduction

Lend Lease has engaged Morris-Goding Accessibility Consulting, to provide a design review of the North West Plot of The Haymarket.

The requirements of the investigation are to:

- Review supplied DA drawings of the proposed development.
- Provide a report that will analyse the provisions of disability design of the development; 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 such as staff and visitors. The Report attempts to deliver equality, independence and functionality to people with disabilities inclusive of:

- People with sensory impairment (hearing and vision);
- People with mobility impairments (ambulant and wheelchair); and
- People with dexterity impairments.

The Report seeks to provide compliance with the Disability Discrimination Act 1992. In doing so, the Report seeks to eliminate, as far as possible, discrimination against persons on the ground of disability and ensure, as far as practicable, that persons with disabilities have the same rights of access to premises as the rest of the community.

2.3. Statutory Requirements

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

- BCA – Building Code of Australia 2013
- AS 1428.1-2009 - (80% of people with disabilities accommodated)
- AS 1428.2-1992 - (90% of people with disabilities accommodated)
- DDA Access Code 2010 – DDA (Access to Premises – Buildings) Standards 2010
- DDA – Disability Discrimination Act 1992

2.4. External Domain

The BCA and DDA Access Code 2010 set the minimum access requirements for people with disabilities in relation to access to buildings. External domain areas (landscape areas), are not covered under the mandatory BCA and DDA Access Code 2010. However, remain subject to the DDA, a complaint based legislation.

The DDA is the framework national legislation in relation to disability discrimination and is a complaints based legislation. The DDA provides, amongst other things, that it is unlawful to discriminate against people with a disability with respect to access to premises. The primary enforcement mechanism for the DDA is via complaints by aggrieved persons to the Australian Human Right and Equal Opportunity Commission (HREOC).

3. SICEEP – THE HAYMARKET NORTH WEST PLOT

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Application (referred to as SSDA 4) follows the submission of a staged SSD DA (SSDA 2) submitted in March 2013 to the Department of Planning and Infrastructure that set out a Concept Proposal for a new mixed use residential neighbourhood at Darling Harbour known as ‘The Haymarket’. The Haymarket forms part of the Sydney international convention, exhibition and entertainment precinct (SICEEP) Project, which will deliver Australia’s global city with new world class convention, exhibition and entertainment facilities and support the NSW Government’s goal to “make NSW number one again”.

More specifically this subsequent DA seeks approval for a public car park (above ground) and commercial office building within the North West development plot of The Haymarket and associated public domain works. The DA has been prepared and structured to be consistent with the Concept Proposal DA.

3.1. Overview of Proposed Development

The proposal relates to a detailed (‘Stage 2’) DA for a commercial office and public car park development in the North West Plot of The Haymarket together with associated public domain works. The Haymarket Site is to be developed for a mix of residential and non-residential uses, including but not limited to residential buildings, commercial, retail, community and open space. The North West Plot is one of six development plots identified in the Concept Proposal DA.

Under the Concept Proposal, the North West Plot will accommodate active ground floor uses, a multi-storey above ground public car park and a commercial office building above. More specifically, this SSD DA seeks approval for the following components of the development:

- Staged demolition of existing site improvements, including the existing Sydney Entertainment Centre (SEC), Entertainment car park, and part of the pedestrian footbridge connected to the Entertainment car park;
- Associated tree removal and replanting;
- Construction and use of a mixed use commercial building comprising:
 - ground level retail/commercial/television studio uses;
 - public car park (above ground);
 - ancillary parking (above ground); and
 - commercial office space.
- Provision of vehicle access to the development from realigned Exhibition Place;
- Public domain improvements, including:
 - provision (part) of a new north-south pedestrian connection (known as the Boulevard) eventually linking Quay Street to Darling Harbour;
 - provision (part) of a new east-west pedestrian laneway (known as Dickson's Lane) linking Darling Drive to the Boulevard;

- Extension and augmentation of physical infrastructure / utilities as required.

3.2. Background

On 21 March 2013 a critical step in realising the NSW Government's vision for the SICEEP Project was made, with the lodgement of the first two SSD DAs with the Department of Planning and Infrastructure. The key components of these proposals are outlined below.

Public Private Partnership SSD DA (SSD 12_5752)

The Public-Private Partnership (PPP) SSD DA (SSD 1) includes the core facilities of the SICEEP Project, comprising the new, integrated and world-class convention, exhibition and entertainment facilities along with ancillary commercial premises and public domain upgrades.

The Haymarket Concept Proposal (SSD 13_5878)

The Haymarket Concept Proposal SSD DA (SSDA 2) establishes the vision and planning and development framework which will be the basis for the consent authority to assess detailed development proposals within the Haymarket Site.

More specifically the Stage 1 Concept Proposal seeks approval for the following key components and development parameters:

- Staged demolition of existing site improvements, including the existing Sydney Entertainment Centre (SEC), Entertainment Centre Car Park, and part of the pedestrian footbridge connected to the Entertainment car park and associated tree removal;
- A network of streets, lanes, open space areas and through-site links generally as shown on the Public Domain Concept Proposal, to facilitate reintegration of the site into the wider urban context and connection with the broader SICEEP Site;
- Street layouts;
- Development plot sizes, development plot separation, building envelopes (maximum height in RLs), building separation, building depths, building alignments and a benchmark for natural ventilation and solar provision for the precinct;
- Land uses across the site, including residential and non-residential uses;
- A maximum total gross floor area (GFA) across The Haymarket Site of 197,236m² for the mixed use development (excluding ancillary above ground car parking), comprising of:
 - A maximum of 49,545m² non-residential GFA; and
 - A maximum of 147,691m² residential GFA;
- Above ground parking including public car parking;
- Residential car parking rates to be utilised in the subsequent detailed (Stage 2) Development Applications, being:
 - Zero (0) spaces per studio apartment;
 - Maximum one (1) space per two (2) one bedroom apartments;
 - Maximum one (1) space per one bedroom + study apartment, plus one (1) additional space per five (5) apartments;

- Maximum one (1) space per two bedroom apartment, plus one (1) additional space per five (5) apartments; and
- Maximum two (2) spaces per 3+ bedroom apartment.
- Design Guidelines to guide future development and the public domain; and
- A remediation strategy.

This report has been prepared to support a detailed Stage 2 SSD DA for a mixed use commercial and public car park development and associated public domain works within The Haymarket (SSDA 4), consistent with the Concept Proposal SSD DA.

3.3. Site Description

The SICEEP Site is located within Darling Harbour. Darling Harbour is a 60 hectare waterfront precinct on the south-western edge of the Sydney Central Business District that provides a mix of functions including recreational, tourist, entertainment and business.

With an area of approximately 20 hectares, the SICEEP Site is generally bound by the Light Rail Line to the west, Harbourside shopping centre and Cockle Bay to the north, Darling Quarter, the Chinese Garden and Harbour Street to the east, and Hay Street to the south (refer to **Figure 1**).

The Haymarket Site is:

- located in the south of the SICEEP Site, within the northern portion of the suburb of Haymarket;
- bounded by the Powerhouse Museum to the west, the Pier Street overpass and Little Pier Street to the north, Harbour Street to the east, and Hay Street to the south; and
- irregular in shape and occupies an area of approximately 43,807m².



Figure 1 – Aerial Photograph of the SICEEP Site

The Concept Proposal DA provides for six (6) separate development plots across the Haymarket Site (refer to **Figure 2**):

1. North Plot;
2. North East Plot;
3. South East Plot;
4. South West Plot;
5. North West Plot; and
6. Western Plot (Darling Drive).

The Application Site area relates to the North West Plot and surrounds as detailed within the architectural and landscape plans submitted in support of the DA.



Figure 2 – Concept Proposal Development Plots

3.4. Planning Approvals Strategy

The SICEEP Project will result in the lodgement of numerous SSD DAs for the various components of the redevelopment project. SSD DAs have already been lodged for the PPP component of the SICEEP Project (comprising the convention centre, exhibition centre, entertainment facility and ancillary commercial premises and associated public domain upgrades), and the Stage 1 Concept Proposal for The Haymarket. Separate ‘Stage 2’ SSD DAs for the development of the South West Plot and the Western Plot (Darling Drive) and associated public domain works will be lodged concurrently with this application. Future applications will be lodged for the Hotel complex, and the remaining development plots of The Haymarket Site.

4. PUBLIC DOMAIN

4.1. The Haymarket – North West Plot

The North West Plot is bound by Theatre Access Road to the north, The Boulevard to the east, Dickson's Lane to the south and Darling Drive to the west.

4.2. Theatre Access Road

Theatre Access Road runs from the pedestrian footpath along Darling Drive to The Boulevard and provides a continuous accessible path of travel to the entry ramps of the NW Plot development.

The Theatre Access footpath has a sufficient width to allow wheelchair users to pass one another and to perform a 360° turn, in an equitable and dignified manner, in accordance with DDA Premises Standards and AS1428.1-2009.

4.3. Dickson's Lane

Dickson's Lane runs to the south of the NW plot and provides an essential pedestrian linkage between The Boulevard and the Darling Drive public footpath.

The graded entry points of Dickson's Lane pedestrian walkway have gradients not exceeding 1:20, which is suitable for wheelchair users to access the entry points of the NW retail area and the public car park lift lobby found along the raised Dickson's Lane, in accordance with AS1428.1-2009.

The Dickson's Lane has a sufficient width to allow wheelchair users to pass one another in an equitable and dignified manner, in accordance with AS1428.1-2009.

4.4. The Boulevard

The Boulevard is a wide pedestrian pathway that provides an essential pedestrian linkage between The Haymarket developments and the PPP site to the north.

The Boulevard will allow pedestrians, including people with disabilities, to access and transit between The Haymarket and the new Theatre, the Exhibition and Convention Centres, Tumbalong Place, Harbourside Place and from the surrounding areas such as Darling Harbour, Chinese Garden Plaza, Tumbalong Green and Darling Quarter.

In general, The Boulevard has gradients and circulation areas that allow wheelchair users to pass one another and to perform a 180° turn, in an equitable and dignified manner, in accordance with DDA Access Code 2010.

4.5. Darling Drive

The Darling Drive pedestrian footpath runs along the building and provides a pedestrian linkage between Dickson's Lane and the Theatre Access Road.

Darling Drive pedestrian footpath has sufficient gradients and widths for wheelchair users to pass one another and to perform a 360° turn, in an equitable and dignified manner, in accordance with DDA Premises Standards and AS1428.1-2009.

5. INGRESS & EGRESS

5.1. The Haymarket – North West Plot

The North West Plot is bound by Dickson's Lane, The Boulevard, Theatre Access Road and Darling Drive. The main entry point of the development is located along Theatre Access Road to the north of the development and provides a continuous accessible path of travel to the Entry Plaza and the entry point of the commercial lobby and the café located along the raised podium level.

The public car park lift lobby and retail area on the ground floor of the development could be entered directly from Dickson's Lane to the south of the development.

5.2. Theatre Access Road Entry Point

The Theatre Access Road entry point of the development consists of series of ramps that are provided in addition to a stair to the west and The Boulevard entry stairs to the east.

The ramps provide a continuous accessible path of travel from the Theatre Access Road public footpath to the Entry Plaza, the café and the commercial lobby entry doors, in accordance with the DDA Premises Standards. The ramps have a length of no more than 9 metres with a gradient not exceeding 1:14, which is suitable for people with mobility and sensory disability, in accordance with AS1428.1-2009.

The entry ramps and the stair to the west and The Boulevard stair to the east of the entry point are set back from the transverse path of travel to allow for suitable handrail extensions and TGSIs, in accordance with AS1428.1-2009.

In general, the raised podium from the Entry Plaza to the west entry of the commercial lobby has a width of 2400mm that is sufficient to allow for limited seating areas along the façade of the commercial lobby while maintaining a minimum 1000mm width wheelchair accessible path of travel, in accordance with AS1428.1-2009.

5.3. Dickson's Lane Public Car Park Lift Lobby

The public car park lift lobby is positioned in the centre of the retail area along Dickson's Lane and could be entered from Dickson's Lane.

The Dickson's Lane entry points from The Boulevard and Darling Drive have gradients not exceeding 1:20, which is suitable for wheelchair users to access the public car park lift lobby, in an equitable and dignified manner, in accordance with AS1428.1-2009.

The two passenger lifts provide a continuous accessible path of travel from Dickson's Lane to the public car parking levels P2, P3, P4 and P4A, in accordance with DDA Premises Standards.

The ground floor public car park lift lobby has sufficient internal dimensions to allow wheelchair users to perform a 180° turn and pass one another in an equitable and dignified manner, in accordance with AS1428.1-2009.

5.4. Staged Development

The separation of the public car park lift lobby and the commercial lobby will ensure a continuous accessible path of travel to the car parking levels is provided, should the development be staged and the commercial office floors are to be completed after the car parking levels.

In regard to construction, the staging would not be expected to alter the primary methods of construction. Therefore the delivery of the Car Park prior to completion of the Office Tower is not considered to require separate assessment and this report has been prepared on the basis of the completed site.

6. RETAIL AREAS

6.1. Retail Along Dickson's Lane

There is retail area provided along Dickson's Lane on the ground floor of the development.

In general, there is a continuous accessible path of travel from the Haymarket Square and The Boulevard to the retail area along Dickson's Lane, in accordance with AS1428.1-2009.

The Dickson's Lane entry points from The Boulevard and Darling Drive have gradients not exceeding 1:20, which is suitable for wheelchair users to access the retail area, in an equitable and dignified manner, in accordance with AS1428.1-2009.

In general, there is a smooth transition between the Dickson's Lane and the entrance(s) of the retail area to allow wheelchair users to access the retail area, in accordance with AS1428.1-2009.

Dickson's Lane has sufficient gradients to allow wheelchair users to perform a 360° turn in front of the retail area, in accordance with AS1428.1-2009.

Recommendation:

- (i) Ensure retail entry doors have 850mm clear width with level transition areas

6.2. Entry Plaza Café

There is a café provided along on the podium level near the building main entry point from Theatre Access Road.

The café can be entered via the ramps from Theatre Access Road. In general, there is a continuous accessible path of travel from the Haymarket Square and The Boulevard to the main entry point of the development to the Entry Plaza and commercial lobby, in accordance with DDA Premises Standards AS1428.1-2009.

6.3. Studio Space

There is studio/retail space provided on the ground floor and can be accessed from the Boulevard.

There is also access to the studio from the back of house corridor that runs from the commercial entry lobby to the studio and the rear door of the café.

In general, this back of house corridor provides a safe and continuous accessible path of travel from the commercial entry lobby to the studio space, compliant with DDA Premises Standards. This back of house corridor has a minimum 1800mm width, which is sufficient for wheelchair users to pass one another and to perform a 180° turn, compliant with AS1428.1-2009.

Recommendation:

- (i) Ensure the entry doors have 850mm clear width with level transition areas

6.4. Sanitary Facilities

There are male, female toilets and an accessible unisex toilet facility provided on the ground floor of the building. In generally, these toilets are reserved for the patrons of the café and studio found on the ground floor.

The accessible toilet facility is provided along the corridor from the commercial lobby to the ground floor studio space. The corridor to the accessible toilet facility has a minimum 1800mm width, which is sufficient for wheelchair users to pass one another and to enter the accessible toilet facility in an equitable and dignified manner, in accordance with AS1428.1-2009.

The accessible unisex toilets have internal dimension that are sufficient to allow for a minimum 1900mm x 2300mm unobstructed circulation area around the toilet pans, in accordance with AS1428.1-2009.

Recommendation:

- (i) The accessible toilet facilities shall have fixtures in accordance with DDA Access Code 2010 and AS1428.1-2009.

7. COMMERCIAL AREAS

7.1. General

The commercial office floors can be found on levels 1 to 7, in which level 7 is proposed to be used as office / function area. There is an outdoor terrace provided on levels 4 and 7.

7.2. Ingress and Egress

In general, there is a continuous accessible path from the Theatre Access Road public footpath main entry point of the development, to the commercial lobby on the ground floor of the building, in accordance with DDA Premises Standards and AS1428.1-2009.

The commercial lobby will be entered from the Entry Plaza. There are sufficient circulation areas provided internally and externally in front of the entry doorways, to allow two wheelchair users to pass each other travelling in the opposite direction or for a person in a wheelchair to make a 180° turn in an equitable and dignified manner, in accordance with AS1428.1-2009.

In general, there is an accessible path of travel from the entry doorways to the concierge reception, security gates to the passenger lift lobby and the accessible toilet facility on the ground floor, in accordance with AS1428.1-2009.

The commercial entry lobby has sufficient circulation areas for wheelchair users to perform a 360° turn and for two wheelchair users to pass one another, in an equitable and dignified manner, compliant with AS1428.1-2009.

7.3. Emergency Egress

There are two fire-isolated stairways provided in the centre of the building.

There are fire safety refuges provided in the fire stairs landing areas, on each of the car parking and commercial office floors. The provision of fire safety refuges in the fire stairs will ensure wheelchair users have access to a safe waiting area in case of an emergency.

The proposed fire safety refuges are located outside the 1000mm required egress route and are 1300mm x 800mm, which is sufficient for wheelchair users, in accordance with AS1428.2-1992.

In general, the path of travel from the car parking levels and the commercial office floors provide a sufficient accessible path of travel for wheelchair users to the doorways of the fire stairs landing areas, in accordance with AS1428.1-2009.

The doorways to the fire stairs landing areas have a minimum 850mm clear opening width and sufficient external latch side circulation areas, to allow wheelchair users to access the fire stair landing area in case of an emergency situation.

Recommendation:

- (i) Consideration to be given for the provision of emergency systems to include audible and visual warnings indicators in assisting people with sensory disabilities (advisory).

7.4. Path of Travel

There are five commercial use passenger lifts proposed in the centre of the building, in which one lift is also used as a goods lift.

The lifts provide internal dimensions to satisfy the minimum 1400mm width x 1600mm length required by AS1735.12 and the DDA Access Code 2010.

There are suitable clear depth circulation areas in front of the lift doors in the lift lobbies on all levels, to allow two wheelchair users to pass each other and for a wheelchair user to turn 180° and manoeuvre in and out of the lift car, in a dignified and equitable manner, in accordance with AS1428.1-2009.

In general, there is a continuous accessible path of travel from the passenger lifts and the commercial office floors to the accessible toilet facilities and the outdoor terraces on levels 4 and 7, compliant with AS1428.1-2009.

There is also a stair provided that could be used for inter floor movement between levels 6 and 7. The stair is located in proximity of the commercial lift to allow for equitable access for wheelchair users, in accordance with DDA Premises Standards.

Recommendations:

- (i) The lift car and lobby components (e.g. grabrails, control buttons, lighting) shall be compliant with DDA Premises Standards and AS1735.12-1999.
- (ii) Provide level wheelchair access to the outdoor terrace on levels 4 and 7, compliant with AS1428.1-2009.
- (iii) Ensure the inter stair between level 6 and 7, complies with AS1428.1-2009.

7.5. Sanitary Facilities

There are male, female toilets and an accessible unisex toilet facility provided on the ground floor, in the centre of each of the office floors 1 to 7, which is compliant with DDA Access Code 2010.

Additionally, there appears to be an ambulant cubicle facility provided in both the male and female toilets on each of the floors 1 to 7, which is compliant with DDA Access Code 2010.

Accessible Unisex Toilets

In general, there is a continuous accessible path of travel from the commercial floors to the accessible unisex toilet facilities. The corridors to the accessible toilets have a minimum 1540mm width, which is sufficient for wheelchair users to perform a 180° and the to enter the toilet facility in an equitable and dignified manner, in accordance with AS1428.1-2009.

The accessible unisex toilets have internal dimension that are sufficient to allow for a minimum 1900mm x 2300mm unobstructed circulation area around the toilet pans, in accordance with AS1428.1-2009.

Ambulant Cubicles

In general, there is an ambulant cubicle facility provided in each of the male and female toilets on the upper commercial floors (levels 1 to 7), which is compliant with AS1428.1-

2009. The male and female ambulant cubicles have sufficient 900mm x 900mm unobstructed circulation areas, in accordance with AS1428.1-2009.

Recommendations:

- (i) The accessible toilet facilities shall have fixtures in accordance with DDA Premises Standards and AS1428.1-2009.

7.6. Change Rooms

There are male and female change rooms and an accessible unisex toilet facility provided on car park level 1, which is compliant with DDA Premises Standards.

These change room facilities are for the users of the commercial office floors only. There are both showers and toilet facilities provided in these male and female change room facilities. There is also an ambulant cubicle facility provided in both the male and female change rooms, which is compliant with DDA Premises Standards.

In general, there is a continuous accessible path of travel from the commercial accessible car parking bays and the commercial lift lobby to the accessible unisex toilet facility, in accordance with AS1428.1-2009.

The accessible unisex toilet has internal dimension that are sufficient to allow for a minimum 1900mm x 2300mm unobstructed circulation area around the toilet pans, in accordance with AS1428.1-2009.

Recommendations:

- (i) The accessible toilet facilities shall have fixtures in accordance with DDA Access Code 2010 and AS1428.1-2009.
- (ii) Consider providing shower facilities that are suitable for people with disabilities, in accordance with AS1428.1-2009 (advisory)

8. CAR PARKING

8.1. General

There are in total 450 car parking bays provided in the building, spread over four car parking levels (P1, P2, P3, P4 and P4A). In total 400 car bays are allocated for public car parking and a total of 50 car bays are reserved for the commercial offices above.

Generally, the public and commercial car parking bays are located on separate car parking levels. Only car parking P2 is proposed to contain public as well as commercial car parking bays.

8.2. Public Car Parking

The 400 public car parking bays are provided on car parking levels P2 (111x), P3 (116x), P4 (116x) and P4A (57x).

There are four public accessible car parking bays provided on each of the four public car parking levels. The provision of 16 public accessible car parking bays satisfies the minimum 1% requirement of the BCA Table D3.5.

The public accessible car parking bays are located directly in front of the lift lobbies of the public passenger lifts, which connect the public car park levels with the public car park lobby on the ground floor of the building, compliant with DDA Premises Standards.

The accessible car parking bays are 2.4 metres wide x 5.4 metres long and have an equivalent shared zone adjacent, which is compliant with AS2890.6-2009.

The paths of travel from the shared zones to the passenger lift lobby are a minimum 1000mm wide and have sufficient circulation areas for wheelchair users to perform a 90° turn into the lift lobby, in accordance with AS1428.1-2009.

There are two passenger lifts that provide a continuous accessible path of travel from the public car park lobby on the ground floor to the public car parking levels.

The lifts provide internal dimensions to satisfy the minimum 1400mm width x 1600mm length required by AS1735.12 and the DDA Access Code 2010.

There are suitable clear depth circulation areas in front of the lift doors in the lift lobbies on all levels, to allow two wheelchair users to pass each other and for a wheelchair user to turn 180° and manoeuvre in and out of the lift car, in a dignified and equitable manner, in accordance with AS1428.1-2009.

Recommendation:

- (i) The lift car and lobby components (e.g. grabrails, control buttons, lighting) shall be compliant with DDA Premises Standards.

8.3. Commercial Car Parking

The 50 commercial car parking bays are provided on car parking levels P1 and P2.

There are four commercial accessible car parking bays provided on level P1. The provision of 4 accessible car parking bays satisfies the minimum 1% requirement of the BCA Table D3.5.

The commercial accessible car parking bays are located directly in front of the lift lobby of the commercial passenger lifts, compliant with DDA Premises Standards. Two of the

five commercial passenger lifts provide a continuous accessible path of travel from ground floor commercial entry lobby to the commercial car parking levels, compliant with DDA Premises Standards.

The accessible car parking bays are 2.4 metres wide x 5.4 metres long and have an equivalent shared zone adjacent, which is compliant with AS2890.6-2009.

The paths of travel from the shared zones to the passenger lift lobby are a minimum 1000mm wide and have sufficient circulation areas for wheelchair users to perform a 90° turn into the lift lobby, in accordance with AS1428.1-2009.

Recommendation:

No recommendations

9. CONCLUSION

MGAC has assessed the NW Plot development as part of The Haymarket, to support the State Significant Development Application (SSDA4 5752-2012) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

In general, the development provides continuous accessible paths of travel for people with disabilities. In line with the report's recommendations, the proposed development has demonstrated an appropriate degree of accessibility. The Development Application drawings indicate that compliance with statutory requirements and common area access facilities can be readily achieved.