

COCKLE BAY PARK

STAGE 1 DEVELOPMENT APPLICATION ACCESSIBILITY REPORT

Morris Goding Accessibility Consulting

FINAL v5

18 August 2017

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1. INTRODUCTION

1.1. General

This report supports the Response to Submissions and amended Concept Proposal associated with a State Significant Development Application (SSDA 7684) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

DPT Operator Pty Ltd and DPPT Operator Pty Ltd (the Proponent) are seeking approval for a Concept Proposal for the redevelopment of the Cockle Bay Wharf Building and the surrounding area to create new open space and a commercial, retail and tourist precinct in the heart of the CBD (now referred to as Cockle Bay Park). The amended Concept Proposal includes:

- a large area of publicly accessible open space;
- new retail outlets, including new food and beverage destinations;
- new cultural and entertainment destinations; and
- a new commercial office tower.

The project will add new open space to the Sydney CBD and help to reconnect the city to the Darling Harbour waterfront. Cockle Bay Park will take its place in a revitalised Sydney CBD and speaks directly to local government objectives to create a ‘Green, Global and Connected City’ (City of Sydney) as well as the strategic vision outlined in ‘Towards Greater Sydney 2056’ to grow the “developing central city”. The vision for this project was developed with consideration for the NSW Government objectives to support and “grow the knowledge industry”, double tourism expenditure and “strengthen our local environment and communities” as outlined in ‘NSW 2021: A Plan to Make NSW Number One’.

Please note that all plans, diagrams, images and graphics within this report and the supporting documentation (excluding the amended Concept Proposal Envelope Plans prepared by Francis-Jones Morehen Thorp Pty Ltd) are indicative only and have been included to communicate the intent of the amended Concept Proposal, including representative building shapes, forms, locations, layouts and relationships. It is proposed that these representations, together with acceptance of the building envelopes and massing, and associated design principles, will then be used to inform the Design Excellence process to follow the Stage 1 SSD Determination. Design Excellence outcomes will form the basis of the Stage 2 SSDA.

1.2. Background

The Proponent controls the lease of the Site, and also of the adjacent Darling Park precinct. The Darling Park site is a successful premium grade office precinct located on the west of the Sydney CBD, the associated Crescent Garden, located to the west of the three existing Darling Park towers, is a key area of open space in this part of the city.

The Proponent has recognised a number key issues with the existing layout of the Darling Park and Cockle Bay precinct, these being:

- The existing Cockle Bay Wharf building is not well integrated with the city, the Western Distributor freeway currently acts as a barrier to separate this area from the CBD;
- Publicly accessible open space is limited to the existing Crescent Garden in Darling Park; and
- The existing Cockle Bay Wharf building is outdated and is not in keeping with the future of Darling Harbour area as a vibrant entertainment and tourist destination.

The Cockle Bay precinct is at risk of being left behind and undermining the significant investment being made in Darling Harbour that will see it return to the world stage as a destination for events and entertainment. Accordingly, the Proponent is taking a carefully considered and staged approach to the complete revitalisation of the site and its surrounds. The envisaged development, which will be facilitated by the proposed building envelopes will:

- Reconnect the city with the Darling Harbour waterfront;
- Create new publicly accessible open space in the heart of the Sydney CBD;
- Create new public land above the Western Distributor;
- Provide new access routes between the city and the ICC Sydney / Darling Harbour Live precinct;
- Support the Sydney economy by providing a new premium commercial building; and
- Refresh and renew an existing entertainment and tourist destination.

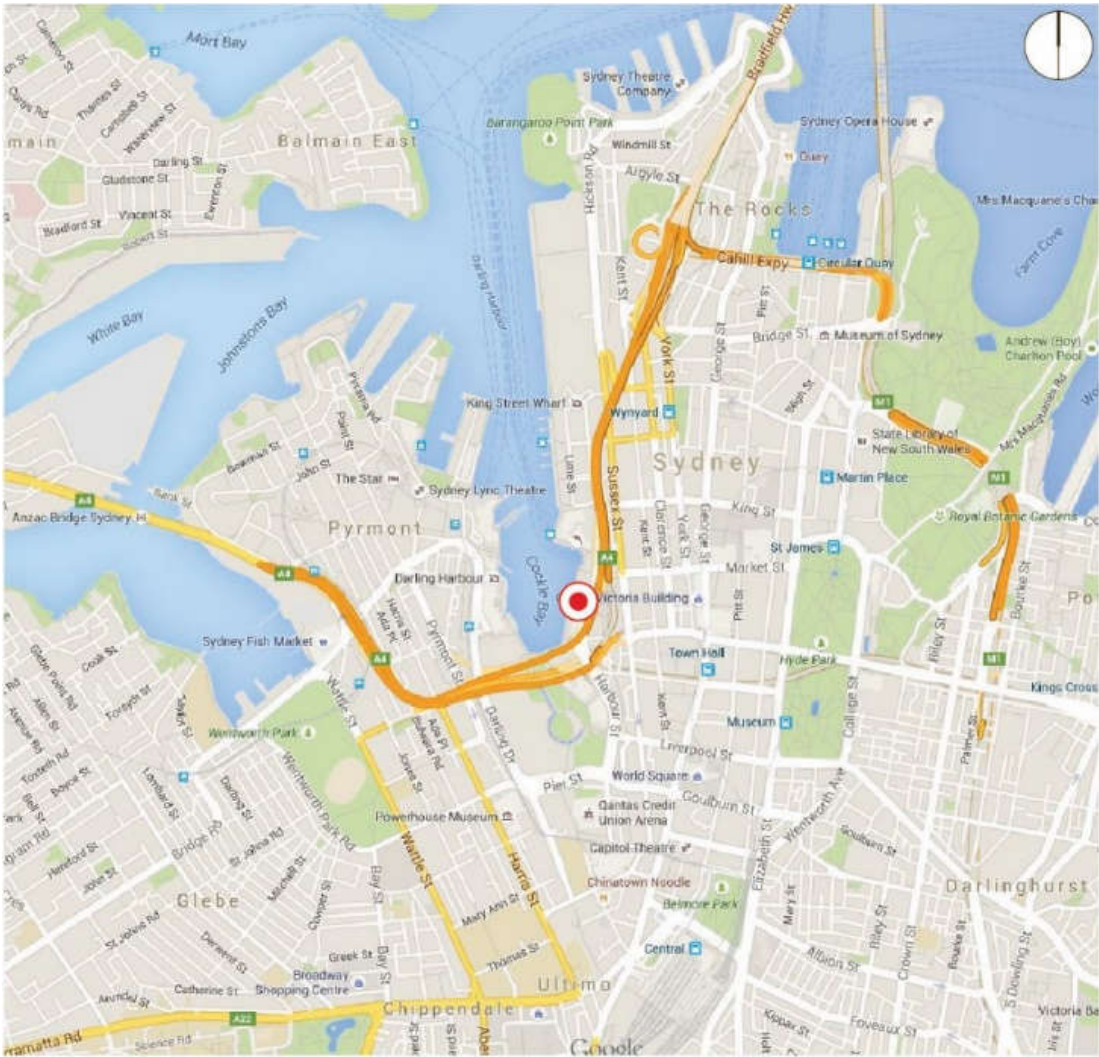
1.3. Site Description

The 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.

The Site is located to the immediate south of Pyrmont Bridge, within the Sydney CBD on the eastern side of the Darling Harbour precinct. The Site is also located within the City of Sydney local government area (LGA). A locational context area plan and location plan are provided at Figure 1 below.

The project Site area has been slightly amended by this Response to Submissions, a comparison of the exhibited and now-proposed Site area is provided as Figure 2, and the now proposed Site area is shown below as Figure 3.

The Darling Harbour precinct is undergoing significant redevelopment as part of the SICEEP, Darling Square, and IMAX renewal projects. The urban, built form and public transport / pedestrian context for the proposed Harbourside development will fundamentally change as these developments are progressively completed.



 The Site

Figure 1 –Location Context Area Plan



Figure 2 –Location Plan (revised site area in yellow)



Figure 3 – Amended Location Plan

1.4. Overview of Amended Concept Proposal

The proposal relates to a staged SSDA and seeks to establish amended concept proposal details for the renewal and re-imagining of the Cockle Bay precinct. The amended Concept Proposal establishes the vision, planning and development framework which will be the basis for the consent authority to assess future detailed development proposals. The Cockle Bay Park Site is to be developed for a mix of Retail, Cultural and Commercial (Office) uses including retail and restaurants, offices, and publicly accessible open space.

The amended Concept Proposal seeks approval for the following key components and development parameters:

- Demolition of existing site improvements, including the existing Cockle Bay Wharf building complex, pedestrian bridge links across the Western Distributor, and obsolete monorail infrastructure;
- Building envelopes;
- Land uses across the Site;
- A maximum total Gross Floor Area (GFA) across the Cockle Bay Park of 75,000m² for commercial development and 14,000m² for retail (including food and beverage) development;
- Urban Design and Public Realm design principles to provide a Design Excellence framework; and
- Strategies for utilities and services provision, drainage and flooding, and ecological sustainable development.

1.5. Objectives

This Accessibility Report proposes a Statement of Commitments that considers operational modes and user groups in relation to the Cockle Bay Park Project. The user groups will include members of the public, visitors, tenants and staff members.

The Statement of Commitments attempts to deliver equality, independence and functionality to people with disabilities inclusive of:

1. People with sensory impairment;
2. People with mobility impairments; and
3. People with dexterity impairments.

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

2. ACCESSIBILITY STATEMENT

2.1. Accessibility of Design

The proposed design will utilise the Federal Disability Discrimination Act (DDA), Disability (Access to Premises – Buildings) Standards 2010, BCA/DDA Access Code, AS 1428 Series to develop appropriate design documentation, to provide reasonable access provisions for people with disabilities.

The Project Architect and an appropriately qualified accessibility consultant will examine key physical elements during design development stage, to identify physical barriers and incorporate solutions as a suitable response to disability statutory regulations.

The design will be developed to ensure the principles of the DDA are upheld. Under the DDA, it is unlawful to discriminate against people with disabilities in the provision of appropriate access, where the approach or access to and within a premises, makes it impossible or unreasonably difficult for people with disabilities to make use of a particular service or amenity.

The design will comply with the requirements of the DDA Access to Premises Standards and include requirements for accessible buildings, linkages and the seamless integration of access provisions compliant with AS1428.1-2009. The developed design will consider all user groups, who include members of the public, visitors, and staff members.

2.2. Standards & Regulations

The statutory and regulatory guidelines to be encompassed in the developed design to ensure effective, appropriate and safe use by all people including those with disabilities will be in accordance with:

- Federal Disability Discrimination Act (DDA);
- Disability (Access to Premises – Buildings) Standards 2010;
- Building Code of Australia (BCA) Part D3, F2, E3;
- AS 1428.1:2009 - (General Requirement of Access);
- AS 1428.4.1:2009 - (Tactile Ground Surface Indicators);
- AS 1735.12:1999 - (Lift facilities for persons with disabilities); and
- City of Sydney Access Development Control Plan 2004

3. PROPOSED SCHEME ANALYSIS

3.1. General

The proposal as mentioned consists of a mix of uses, including retail and restaurants and bars, commercial tenancies, and open space.

3.2. Publicly Accessible Open Space Design

The scheme proposes the publicly accessible connection to the retail floors and the commercial tower from the surrounding Darling Harbour precinct. There will be accessible connections that will allow appropriate access for people with disabilities to the adjacent Ribbon development, ICC Hotel and Sydney International Convention, Exhibition and Theatre complex, King Street Wharf, and Darling Park.

The design will address the overall precinct connectivity by the creation of accessible site linkages, including an accessible pedestrian bridge connection across the adjacent Western Distributor.

The new open space will be universally accessible for all members of the public.

The developed design of the new publicly accessible areas will provide a consistent accessible environment through detailed design and planning of integrated accessible network of paths of travel.

This will include the provision of appropriate continuous accessible paths of travel, circulation areas, way finding signage, lighting, seating, handrails, stairs, ramps, lifts, accessible services and amenities, and accessible pedestrian linkages.

3.3. New Commercial Tower Design

The proposed scheme will have accessible entry points from the publicly accessible open space.

The developed design of the commercial tower will provide a consistent accessible environment through detailed design and planning of a new integrated accessible network of paths of travel.

The provision of lift access will provide continuous accessible paths of travel from the ground floor foyer to all upper commercial floors and consequently to and within all floors.

This accessible design will include the provision of appropriate accessible circulation areas, signage, handrails, stairs, ramps, lifts, car parking, accessible and ambulant toilet facilities, and accessible pedestrian linkages in accordance with the DDA Premises Standards.

Note that the final building form and design will be confirmed following a Design Excellence Process and may be subject to change. A further assessment on the Accessibility will be required for the Stage 2 SSDA.

3.4. Retail Design

The proposed scheme will have accessible entry points from the street and pedestrian walkways.

The developed design of the retail precinct will provide a consistent accessible environment through detailed design and planning of a new integrated accessible network of paths of travel.

The provision of lift access will provide continuous accessible paths of travel from ground floor and Level 3 podium retail areas to all intermediate floor retail areas.

All tenancies will have an accessible path of travel from within the retail centre as well as tenancies that front the open space.

This accessible design will include the provision of appropriate accessible circulation areas, signage, handrails, stairs, ramps, lifts, accessible toilet facilities, ambulant cubicles, accessible services, amenities, car parking and accessible pedestrian linkages in accordance with the DDA Premises Standards.

4. CONCLUSION

MGAC has assessed the proposed scheme of Cockle Bay Park. The proposed drawings indicate that accessibility requirements, pertaining to site access, common area access, can be readily achieved. It is advised that MGAC will work with the project team as the scheme progresses to ensure appropriate outcomes are achieved in building design and external domain design.

5. APPENDIX - PROFESSIONAL CV

DAVID GODING

Director
Morris Goding Access
Consulting



Access Consultant (B Civ Eng, GDip Man, ACAA)

QUALIFICATIONS

Bachelor of Civil Engineering
 Graduate Diploma Business Management

SPECIAL EXPERTISE

- Strategic Advice
- Schematic/Concept Design,
- Development Design
- Detailed Design & Documentation
- Construction Inspection
- Expert Reports

SELECTED PROJECT EXPERIENCE

- Ivy Nightclub, 320 George Street
- Mean Fiddler Hotel
- Bondi Junction Hotel
- Zeta Bar, Hilton Hotel
- Viridian Resort, Noosa
- Sydney Boulevard Hotel
- The Cross Potts Point
- Ayers Rock Resort – Luxury Tents
- Lost Camel Hotel Redevelopment
- Radisson Hotel Access Review
- Pier Cairns Hotel Access Review
- Headland Hotel Access Review
- Intercontinental Hotel Sydney
- Sydney Hilton Hotel – Access Review and Advice
- Ayers Rock Resort Access Audit

EXPERIENCE

David Goding is director of Morris Goding Accessibility Consulting. David is an expert in accessibility of the built environment and is regarded as one of the pre-eminent access consultants in Australia.

David has provided specialist service to clients throughout Australia, New Zealand, Pacific Countries, Dubai and China. He is a qualified Civil Engineer with over 15 years experience in the building industry and a full member of the ACAA.

David's skill and expertise in complex projects has been integral part in hundreds of successful developments such as commercial, residential, retirement villages, sports stadiums, hospitals, industrial, airports, educational, heritage, hotels, cultural facilities and shopping centres.

The core of David's philosophy rests with logical, practical solutions to progress projects in the most effective way whilst maintaining the seamless integration of access and the demystification of disability.