

16 May 2018

Belinda Aspinall
Mirvac
Lv 28, 200 George Street
Sydney NSW 2000

Dear Belinda,

Re: Locomotive Workshop RTS – Accessibility Compliance.

MGAC has been engaged to prepare a letter of compliance for the movement of stairs from Bay 1 (north) to Bay 3, the location of the accessible car parking bays and internal ramping of the Locomotive Workshop at Australia Technology Park, Eveleigh NSW.

MGAC has reviewed the new Development Application drawings and can support the relocation of the stairway from Bay 1 to Bay 3 as it provides the same level of access for people with ambulatory disabilities to achieve path of travel between levels, compliant with the BCA and DDA Premises Standards.

MGAC also confirm that the recommendations within the Accessibility Reports issued to support the SSDA 8517 and SSDA 8449 that were submitted with the EISs are considered relevant to the revised design of the Locomotive Workshop development and subject to implementation of the recommendations that the revised design will be able to achieve the accessibility design requirements and compliance with the BCA and DDA provisions.

It is noted that the Locomotive Workshop has no basement car parking. The retail car parking for the Locomotive Workshop is proposed to be located within ATP Building 2. In order to provide a pedestrian linkage, Mirvac has proposed to provide a traveller from Building 2 basement car parking to the ground floor of the Locomotive Workshop.

Mirvac has advised that provision of designated vertical lift access is problematic to achieve, and has proposed to provide 4 accessible car bays outside the main entrance of the Locomotive Building on street level. The 4 accessible car bays will satisfy the 2% required under DDA Premises Standards.

As shown on the Locomotive Shed Public Domain RTS drawings prepared by Aspect Studios, the location of the accessible car bays will be positioned on the continuous accessible path of travel (within the meaning of AS1428.1) to the main entrance door of the Locomotive building. This pedestrian linkage will be able to achieve BCA/DDA Premises Standards Part D3.2 (b),



which states that an accessway must be provided from the main points of a pedestrian entry at the allotment boundary; from another accessible building connected by a pedestrian link and from any required accessible car parking space on the allotment.

Yours faithfully,

A handwritten signature in black ink, which appears to read 'David Goding', is positioned below the 'Yours faithfully,' text.

David Goding
Director
Morris-Goding Accessibility Consulting