

MIRVAC

LOCOMOTIVE WORKSHOP AUSTRALIAN TECHNOLOGY PARK

**RETAIL SSDA BAYS 1-4A
ACCESS REPORT**

FINAL

Morris Goding Accessibility Consulting

25th October 2017

TABLE OF CONTENTS

1.	EXECUTIVE SUMMARY	4
2.	INTRODUCTION	5
2.1.	General.....	5
2.2.	Background	5
2.3.	Site Location.....	6
2.4.	Proposed Development Description	7
2.5.	Objectives	7
2.6.	Limitations	8
2.7.	Statutory Requirements.....	8
3.	INGRESS & EGRESS	9
3.1.	Main Entrances	9
3.2.	Emergency Egress	9
4.	PATHS OF TRAVEL	11
4.1.	General.....	11
4.2.	Doors.....	11
4.3.	Stairways	11
4.4.	Passenger Lifts	12
5.	SANITARY FACILITIES	13
5.1.	Accessible Bathrooms	13
5.2.	Ambulant Cubicles	13
6.	CAR PARKING	14
6.1.	Accessible Car Bays	14
7.	MISCELLANEOUS	15
7.1.	Lighting	15
7.2.	Signage.....	15
8.	CONCLUSION	16

REPORT REVISIONS		
Date	Version	Drawing No / Revision
25.10.2017	Final	SA-AR-DWG-BB-B4-0300 [rev F], SA-AR-DWG-BB-B4-0302 [rev F], SA-AR-DWG-BB-B4-0303 [rev F], SA-AR-DWG-BB-B4-0304 [rev F], SA-AR-DWG-BB-B4-0310 [rev F], SA-AR-DWG-BB-B4-0311 [rev F], SA-AR-DWG-BB-B4-0312 [rev F], SA-AR-DWG-BB-B4-0314 [rev F], SA-AR-DWG-BB-B4-0320 [rev F], SA-AR-DWG-BB-B4-0321 [rev E], SA-AR-DWG-BB-B4-0325 [rev F], SA-AR-DWG-BB-B4-0326 [rev E], SA-AR-DWG-BB-B4-0330 [rev F], SA-AR-DWG-BB-B4-0331 [rev F], SA-AR-DWG-BB-B4-0334 [rev F], SA-AR-DWG-BB-B4-0340 [rev F], SA-AR-DWG-BB-B4-0345 [rev F], SA-AR-DWG-BB-B4-0350 [rev B] and SA-AR-DWG-BB-B4-0361 [rev C].

This report prepared by:



John La Scala
Access Consultant

Morris Goding Accessibility Consulting

Reviewed by:



Anthony Leuzzi
Senior Associate

Morris Goding Accessibility Consulting

1. EXECUTIVE SUMMARY

The Access Review Report is a key element in the development of the Locomotive Workshop, ATP and an appropriate response to the AS1428 series, Building Code of Australia (BCA), DDA Access to Premises Standards (including DDA Access Code) 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 proposed development has been reviewed to ensure that ingress and egress, paths of travel and circulation areas, comply with relevant statutory guidelines.

In general, the development has accessible paths of travel that are continuous throughout. In line with the report 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 parking and accessible sanitary facilities, can be readily achieved.

The recommendations in this report are to be developed in the ongoing design development and should be confirmed prior to construction certificate stage. As the project proceeds, further review of documentation is strongly recommended to ensure that appropriate access is provided to and throughout the development.

2. INTRODUCTION

2.1. General

Mirvac engaged Morris-Goding Accessibility Consulting to provide a design review for the Development Application (SSDA number 8517 Bays 1-4a) of the proposed Locomotive Workshop development located at Australian Technology Park, Eveleigh NSW.

The requirements of the investigation are to:

- Review supplied 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 AS1428 series

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

The Application (referred to as SSDA 8517) seeks approval for the adaptive reuse and redevelopment of the eastern portion of the Locomotive Workshop (being Bays 1-4a) within the Australian Technology Park (ATP), Eveleigh as described in the Proposed Development Description section of this report.

2.2. Background

Historically, ATP was used for railway maintenance, storage and other associated industries. Use of the site as marshalling yards and workshops formed part of a large railway-based precinct on both sides of the main railway line, dating from 1882 and growing in size until its closure in 1989. Since this time, the precinct has been progressively redeveloped and repurposed.

In 2014, the NSW Government resolved to offer development sites within the ATP for sale through a selective tender process conducted by Urban Growth NSW Development Corporation (UGDC). In November 2015 Mirvac Projects Pty Ltd (Mircac) was named as the successful party and ownership and development rights of the precinct were subsequently transferred.

In December 2015, an SSDA was submitted to the Department of Planning & Environment for a multi-building redevelopment (i.e. Buildings 1, 2 and 3 shown in Figure 2) of the ATP to provide new commercial office, retail and community uses and a significant upgrade to the ATP public domain. Following public exhibition, and the submission of additional information, the development was approved by the Planning Assessment Commission on 20 December 2016. The construction of Buildings 1, 2 and 3 is currently underway.

The redevelopment of the Locomotive Workshop is also part of Mirvac's redevelopment strategy for the ATP. The Locomotive Workshop is to be redeveloped in its entirety, however planning approvals are sought through the submission of two separate SSDAs.

This Application relates to the eastern portion that encompasses the heritage Bays 1 and 2, the existing Blacksmith operation and Bays 3,4 and 4a. In conjunction with SSDA 8449 that relates to Bays 5-15, this Application is envisaged to be the next phase of urban regeneration within the ATP.

2.3. Site Location

The Locomotive Workshop is located within the Australian Technology Park (ATP), Eveleigh. The ATP precinct is located approximately 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station and has an overall area of approximately 13.2 hectares. An aerial photograph of the ATP precinct is shown in Figure 1 and the locational context of the Locomotive Workshop is identified in Figure 2.



-  The ATP Precinct
-  Bays 1- 4a of Locomotive Workshop

Figure 1 – ATP Precinct

Source: Ethos Urban

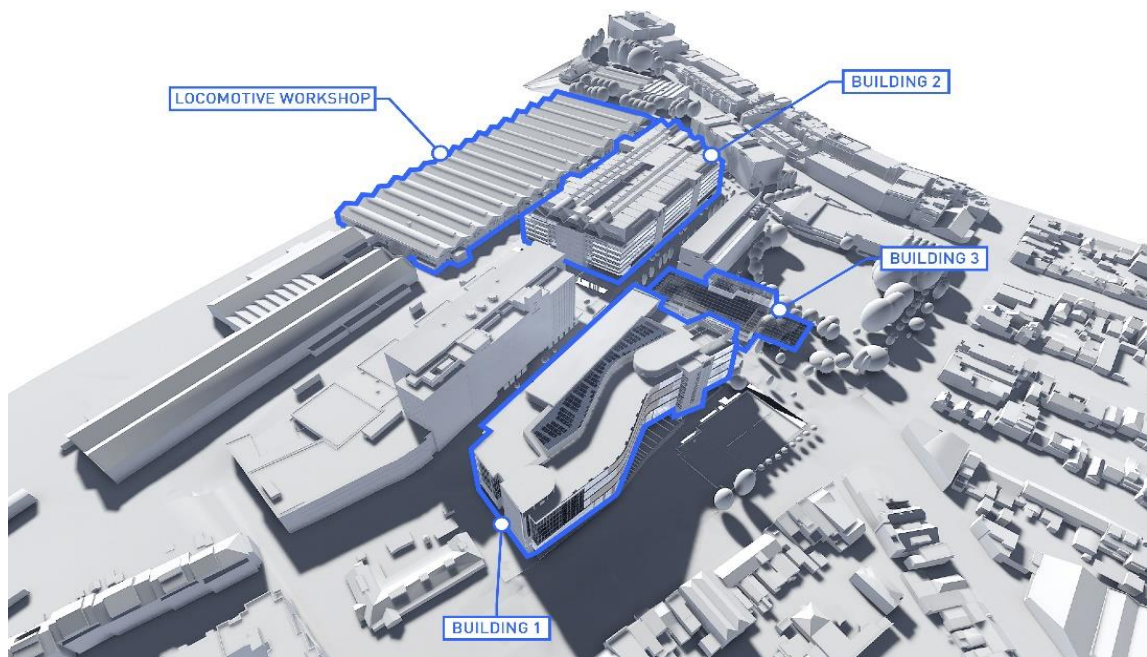


Figure 2 – Locational context of the Locomotive Workshop

Source: Sissons

2.4. Proposed Development Description

This SSDA seeks approval for the following:

- demolition of existing ‘modern’ infill fit-out elements to Bays 3-4a, including display barriers in Bays 1 & 2;
- relocation of moveable heritage items;
- adaptive reuse of the Bays 1-4a and two annex structures for retail premises uses, function centre uses, information and education facility uses, general industrial uses, recreation facility (indoor) uses and associated back of house facilities;
- construction of internal and external alterations to Bays 1-4a;
- heritage interpretation and conservation works;
- public domain improvements within the curtilage of Bays 1-4a;
- provision of an external building illumination system;
- signage; and
- associated utilities and infrastructure.

A more detailed and comprehensive description of the proposal is contained in the EIS prepared by Ethos Urban.

2.5. Objectives

The report considers user groups such as residents 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)
- People with dexterity impairments

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.

2.6. Limitations

This report is limited to the accessibility provisions of the building in general. It does not provide comment on detailed design issues, such as: internals of accessible/ambulant toilet, fit-out, lift specification, slip resistant floor finishes, door schedules, hardware and controls, glazing, luminance contrast, stair nosing, TGSI's, handrail design, signage, hearing augmentation etc. that will be included in construction documentation.

2.7. Statutory Requirements

The following standards have been used to implement the Report:

- AS 1428.1:2009 (General Requirements for Access-New Building Work)
- AS 1735.12:1999 (Lifts, Escalators, & Moving Walks)
- BCA – Building Code of Australia 2016
- DDA Access to Premises Standards 2010
- City of Sydney Access DCP 2004

3. INGRESS & EGRESS

3.1. Main Entrances

There are two main entrance into the Locomotive Building which can be found along the Locomotive Street façade and via the Innovation Plaza.

The above-mentioned entry points provide automatics sliding door with clear widths of greater than 1800mm and open circulation spaces, compliant with AS1428.1:2009 and the DDA Premises Standards.

Recommendations:

- (i) Ensure the thresholds at main entrances are level to assist wheelchair users compliant with AS1428.1:2009.
- (ii) If the entry doors are not automatic, ensure the accessible entry doors have an operational force of no greater than 20N. Alternatively, if this cannot be achieved, automatic doors could be provided.
- (iii) Door components to comply with AS1428.1:2009.

3.2. Emergency Egress

Within the retail section of the building, there appears to be 4 emergency egress stairways which lead from the first floor to the ground floor.

Stairways appears to have minimum clear widths of 1200mm, which will allow compliant handrails to be installed, in line with AS1428.1:2009.

Doors into the fire stairs are not shown on drawings.

In the event of an emergency situation the entry points of the building are viewed as being the most appropriate means of egress for wheelchair users.

Recommendations:

- (i) Provide at least one accessible continuous handrail within all fire-isolated stairs, compliant with AS1428.1 Clause 12, as required under BCA 2014 part D2.17. As handrail needs to be at a consistent height throughout stair flights and over landings, in our opinion, this could be achieved by including an off-set tread at base of each stair flight or by increasing landings by 300mm min. length (more than required egress path) to allow space for handrail to extend and continue at constant height. Clarification from BCA consultant/PCA on this matter is recommended to satisfy BCA Part D2.17.

NB. As this requirement is called up by D2, (BCA/PCA domain) and not D3 (our accessibility domain) we have to take the final lead from PCA.
- (ii) Consideration of an alternative evacuation means e.g. the passenger lifts to be operational in the event of an emergency to be provided (advisory/best practice only).
- (iii) Consideration for the client to make preparation of an emergency management plan which would include the use of a fire warden, to identify strategies to facilitate emergency egress for people with disabilities (advisory).

- (iv) Consideration for emergency warning systems within the development to include audible and visual alarms compliant to assist people with sensory disabilities in emergency situations (advisory).

4. PATHS OF TRAVEL

4.1. General

In general, accessible paths of travel have been provided throughout the building, in accordance with the DDA Premises Standards.

From the main entry points of the building, an accessible path of travel is provide to the lift lobby areas, compliant with the DDA Premises Standards.

Throughout the building, lift lobby areas have minimum clearances of 1800mm, which will allow two wheelchair users to pass one another and turn 180 degrees, in accordance with AS1428.1:2009.

The ground floor and upper floor retail tenancies are currently designed to have open floor plans, which will enable future design to have expansive paths of travel for people with disabilities, in line with DDA Premises Standards.

In total, there is 1 passenger lift provided for the public, which will enable them to achieve vertical access from the ground to the first floor, in line with the BCA & AS1428.1:2009.

Recommendation:

- (i) Provide appropriate slip-resistant floor surfaces along all common corridors, foyers and lift lobbies on all levels, with suitable minimum wet pendulum test ratings under HB198/AS4856.

4.2. Doors

In general, all common doors throughout the development have minimum clear widths of 850mm (920mm door leaf), or greater, and compliant circulation spaces, in accordance with AS1428.1:25009.

Recommendations:

- (i) Ensure all accessible doors have minimum clear widths of 850mm, compliant with AS1428.1:2009.
- (ii) Latch side clearance of no less than 530mm (for doors that swing toward the user & sliding doors) and 510mm (for doors that swing away from the user) are required to all doors, compliant with AS1428.1:2009.
- (iii) Ensure all doors have an operational forces of no greater than 20N. Alternatively, if this cannot be achieved, automatic doors could be provided.
- (iv) Door components to comply with AS1428.1:2009.

4.3. Stairways

Drawings indicate there to be 1 set of common use stairways within the retail section of the building.

All stairways provide vertical access for people with ambulant disabilities from the ground floor level to level 1.

The stairway has a minimum clear widths of 1200mm, which will allow for handrails to be installed on both sides of the stairs, compliant with AS1428.1:2009.

Recommendations:

- (i) Provide handrails on both sides of the stairways in accordance with AS1428.1:2009.
- (ii) Ensure tactile ground surface indicators (TGSIs) are installed at the top and bottom landings for stairways, in accordance with AS1428.4.1:2009.
- (iii) Ensure each tread of stairways is provided with a nosing strip, compliant with AS1428.1:2009.

4.4. Passenger Lifts

There is 1 passenger lift that has been provided within the retail section of the building.

All passenger lifts provide vertical access for people with disabilities from the ground floor level to level 1, in line with the DDA Premises Standards.

All lifts appear to provide internal dimensions of approximately 1800mm x 2000mm, which is compliant with AS1735.12 and the DDA Premises Standards.

In general all lift lobby areas have sufficient circulation spaces (1800mm in width or greater) that will ensure wheelchair users are able to turn 180 degrees and pass one another when traveling in the opposite direction.

Recommendations:

- (i) Ensure the lift has controls that are compliant with AS1735:12
- (ii) Ensure lift lobbies have audio / visual compliant with AS1735:12.

5. SANITARY FACILITIES

5.1. Accessible Bathrooms

In total, there are 3 accessible toilets located within this development. The accessible toilet can be found across both the ground and first floor levels throughout the floor plate.

In general, accessible toilets have internal dimensions of 1915mm x 2640mm, which will allow for accessible toilets to be provided with compliant circulation spaces around the toilet pan (1900mm x 2300mm), in line with AS1428.1:2009.

An even spread of LH and RH transfer pans have been provided across the building, in line with the requirements of the DDA Premises Standards.

Recommendations:

- (i) Accessible toilets to achieve a minimum 1900mm x 2300mm circulation space around the toilet pan clear of any obstructions, compliant with AS1428.1:2009.
- (ii) Ensure all fixtures (e.g. basin, grabrails, toilet pan etc.) within accessible toilet are installed compliant with AS1428.1:2009.
- (iii) Ensure the accessible toilets located within the EOT facilities are not gender specific, compliant with BCA & DDA Premises Standards.

5.2. Ambulant Cubicles

Male and female toilets are shown to be provided in 2 locations on the ground and first floor of the building.

Ambulant cubicles are shown to be provided within each of the male and female toilets, complaint with the requirements of the DDA Premises Standards.

However, there are no ambulant cubicles are shown to be provided within the male and female toilet on level 1. This can be achieved and compliance can be meet through the design development stage of the project.

Recommendations:

- (i) Provide at least one ambulant cubicle within the level 1 male and female toilet facilities, in line with the DDA Premises Standards and AS1428.1:2009.
- (ii) Ensure all fixtures (e.g. grabrails, toilet pan etc.) to the ambulant cubicle are installed as per AS1428.1:2009.

6. CAR PARKING

6.1. Accessible Car Bays

Drawings currently show no accessible car bays provided.

From the information provided, accessible car bays will be located on Locomotive Street near the main entry door and an accessible path of travel from these bays provided to the main entry doors, compliant with the DDA Premises Standards.

The design and final location of these bays can be achieved and will be worked through the design development stage of the project.

Recommendations:

- (i) Ensure a 2% of the total number of car bays are provided as accessible, in line with the DDA Premises Standards.
- (ii) Ensure accessible car bays are designed in accordance with AS2890.6.

7. MISCELLANEOUS

7.1. Lighting

Recommendation:

- (i) In general the maintenance illumination levels should be 150 lux for paths of travel, corridors and stairs. Ensure all lighting levels comply with AS1680.

7.2. Signage

Recommendation:

- (i) Signage to comply with BCA part D3.6.

8. CONCLUSION

The documentation and drawings have been assessed with respect to the DDA Premises Standards 2010, AS1428.1:2009 and Building Code of Australia 2016.

MGAC are confident that the proposed development has the capability of meeting the Deemed-to-Satisfy and Performance requirements of the before mentioned Building Code of Australia and Australian Standards.