

**APP CORPORATION PTY LIMITED**

**INTERIM EXHIBITION FACILITY  
GLEBE ISLAND EXPO**

**ACCESS REPORT**

**Morris-Goding Accessibility Consulting**

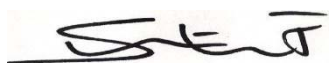
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## TABLE OF CONTENTS

1.	EXECUTIVE SUMMARY.....	4
2.	INTRODUCTION .....	5
2.1.	General .....	5
2.2.	Investigation.....	5
2.3.	Objectives .....	6
2.4.	Statutory Requirements.....	6
3.	SITE ACCESS .....	7
3.1.	Glebe Island – Interim Exhibition Facility.....	7
3.2.	Pedestrian Access.....	7
3.3.	Drop-Off Area.....	7
3.4.	Car Parking .....	8
3.5.	Ferry Terminal .....	9
4.	INTERIM FACILITY .....	10
4.1.	Approach.....	10
4.2.	Main Entrance.....	10
4.3.	Ferry Terminal Facility Entrance .....	10
4.4.	Emergency Egress.....	10
4.5.	Circulation Areas .....	11
4.6.	Pre-Function and Forecourt.....	11
4.7.	Administration and Registration .....	11
4.8.	Sanitary Facilities.....	11
5.	CONCLUSION .....	13

## 1. EXECUTIVE SUMMARY

The Access Review Report is a key element in the design development of Interim Exhibition Facility – Glebe Island Expo. This report is an appropriate response to the AS1428 series, Building Code of Australia (BCA), City of Sydney Access DCP, Leichardt Council DCP 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, circulation areas, sanitary facilities and car parking comply with relevant statutory guidelines.

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 [A1000\_A, A1001\_A, A1002\_A, A2200\_A, A2700\_A, A2701\_A, A3000\_A, A3100\_A, A4500\_A, A8000\_A, A9400\_A and A9401\_A (dated 12-11-2012)] indicate that compliance with statutory requirements and common area access facilities can be readily achieved.

The recommendations in this report are associated with detailed design and are achievable. These recommendations should be addressed prior to construction certificate.

The main recommendations that have arisen from the access review include:

- As there is no pedestrian site access provided, ensure a drop-off area is provided near the main entrance of the interim exhibition facility that could be used for people with a disability.
- Ensure 2% of the total capacity of car parking for the interim exhibition facility is designated as accessible car parking bays, compliant with BCA, DDA Premises Standards D3.5.
- Ensure all accessible car parking spaces are provided in Car Park D (or in Car Park A when Car Park D is used for exhibitions), compliant with DDA Premises Standards and AS2890.6-2009.
- The ferry terminal and ferries will need to be compliant with DDA Premises Standards H2 and DSAPT 2002.

## **2. INTRODUCTION**

### **2.1. General**

On behalf of Infrastructure NSW, APP Corporation has engaged Morris-Goding Accessibility Consulting, to provide an accessibility design review of the proposed new Interim Exhibition Facility on Glebe Island.

The DA seeks approval for:

- construction and use of a new purpose-built temporary exhibition facility comprising:
  - 25,000m<sup>2</sup> of exhibition space (part of which may only be used intermittently);
  - formal entrance and foyer area;
  - registration / reception area;
  - pre-function space; and
  - public facilities including food and beverage outlets and bathroom amenities;
- use of the site as an exhibition centre, ‘function centre’ and ‘food and drink premises’;
- hours of operation;
- building signage and advertising structures;
- design and construction of a new link road onto Robert Street and roundabout on Sommerville Road;
- vehicular access from James Craig Road to the south-west and exit onto Sommerville Road and Robert Street to the north-west;
- construction of internal access roads;
- car parking for 1,000 vehicles;
- construction of a temporary private wharf within the waterway adjacent to the north-east corner of the site; and
- dismantling and removal of structures.

The DA also seeks development consent for the use of the short-stay car park at White Bay 5 as detailed in the approved White Bay Cruise Passenger Terminal Part 3A project (MD 10\_0069) when the Cruise Passenger Terminal is not in use and land at White Bay 4 for overflow car parking.

Development consent is sought for a period of four (4) years.

### **2.2. Investigation**

The requirements of the investigation are to:

- Review supplied drawings [A1000\_A, A1001\_A, A1002\_A, A2200\_A, A2700\_A, A2701\_A, A3000\_A, A3100\_A, A4500\_A, A8000\_A, A9400\_A and A9401\_A (dated 12-11-2012)] 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.

### **2.3. 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 DDA. In doing so, the report attempts to eliminate, as far as possible, discrimination against persons on the ground of disability.

### **2.4. Statutory Requirements**

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

- BCA 2012 – Building Code of Australia
- AS 1428.1-2009 – (80% of people with disabilities accommodated)
- DDA Access to Premises-Building Standards 2010 (DDA Access Code)
- Disability Standards for Accessible Public Transport 2002 (DSAPT 2002)
- DDA – Disability Discrimination Act
- Leichardt DCP 32 – Design for Equity of Access and Adaptability
- City of Sydney Access DCP 2004

### **3. SITE ACCESS**

#### **3.1. Glebe Island – Interim Exhibition Facility**

Glebe Island is a site on the Sydney Harbour Foreshore, bounded by the waters of White Bay to the north and the waters of Johnstons Bay to the east and south. The site is located within a working port.

The interim exhibition facility is proposed to be located near the north-east edge of the island and is proposed to be fenced off from the surrounding Sydney Ports Operations. The main entrance of the interim exhibition facility is provided at the end of the main entry/exit roadway, on the south side of the facility.

The interim exhibition facility will be required to operate 24 hours / 7 days a week, consistent with exiting port related activities, to allow for ‘move in’ and ‘move out’ functions outside of normal operational hours. Exhibition will typically be held between the hours of 10.00 am – 6.00 pm, 7 days a week.

There will be a new private ferry terminal, road access, car parking facilities and a vehicle drop-off area for visitors and users to access the site. At this stage, there is no pedestrian access provided from the surrounding suburbs.

#### **3.2. Pedestrian Access**

The interim exhibition facility is located within a working port. The surrounding Port Operations include activities such as truck movement and industrial work activities that could potentially be a hazard for pedestrians. For that reason, no pedestrian access is proposed to be provided from the surrounding suburbs and site boundary to the main entrance of the interim exhibition facility.

Instead, visitors and users can access the site by car or use other forms of transport such as the private ferry, taxis and bicycles.

In accordance with the Deemed to Satisfy Provisions of the DDA Premises Standards and BCA, an accessible path of travel for people with a disability need to be provided from the site boundary to the building entrance. However, as per above, no pedestrian access will be provided for anyone.

*Recommendation:*

- (i) If required, an alternative solution report will need to be prepared, to demonstrate compliance with the performance requirement of the DDA Premises Standards and BCA under A0.9(d) for the requirement of pedestrian access from the site boundary.

#### **3.3. Drop-Off Area**

The open area in front of the main entrance (adjacent the existing electrical substation 2) appears to provide sufficient space for a taxi/car drop-off area. As there is no pedestrian site access provided, the provision of a drop-off area near the main entrance of the facility would improve the accessibility to the facility for people with a disability, who have no private vehicle or access to the entry points of the private ferry.

There are sufficient circulation areas in front of the main entrance, to allow for a continuous accessible path of travel from the drop-off area to the main entrance of the facility.

*Recommendations:*

- (i) As there is no pedestrian site access provided, ensure a drop-off area is provided near the main entrance of the interim exhibition facility that could be used for people with a disability.
- (ii) Ensure the drop-off area is accessible for people with a disability, in accordance with DDA Premises Standards.
- (iii) Ensure the path of travel from the drop-off area to the main entrance of the interim exhibition facility is accessible for people with a disability, in accordance with DDA Premises Standards and AS1428.1-2009.

**3.4. Car Parking**

There is a new car parking area (Car Park A) provided near the James Craig Road site entrance. The area reserved for the expansion hall is also proposed to accommodate car parking facilities (Car Park D) when not used for exhibitions.

Furthermore, an overspill car parking area (Car Park B) is provided to the south of Robert Street and is it proposed to use the short-stay car park (CAR Park C) at White Bay 5 (as detailed in the approved White Bay Cruise Passenger Terminal Part 3A project (MD 10\_0069)) when the Cruise Passenger Terminal is not in use and land at White Bay 4 for overflow car parking.

There are accessible car parking bays proposed to be provided in accordance with BCA D3.5. The accessible car parking bays are to be provided in the car park closest to the main entrance of the facility, in Car Park D when in use or in Car Park A when Car Park D is used as exhibition hall, in accordance with DDA Premises Standards and AS2890.6-2009.

There is a designated pedestrian path provided from Car Park A, to allow for a safe continuous accessible path of travel from the accessible car parking bays in Car Park A (when provided) to the main entrance of the interim exhibition facility.

In general, the designated pedestrian path has an appropriate width to allow a person in a wheelchair to make a 180° turn or to pass a person in wheelchair travelling in the opposite direction in an equitable and dignified manner, in accordance with DDA Premises Standards.

When Car Park B and C are to be used, shuttles buses are proposed to transfer visitors from these car parks to the bus stop zones adjacent the dual access roadway to the south-west side of the interim exhibition facility. There is a designated pedestrian path from the bus stop drop-off / pick-up zones to the main entrance of the facility.

It shall be noted, that due to the hazardous industrial activities surrounding Car Park B and C, no pedestrian access is proposed from the surrounding streets to the Car Park B and C shuttle bus stop.

*Recommendations:*

- (i) Ensure 2% of the total capacity of car parking for the interim exhibition facility is designated as accessible car parking bays, compliant with BCA/DDA Premises Standards D3.5.
- (ii) Ensure all accessible car parking spaces are provided in Car Park D, near the main entrance of the facility, compliant with AS2890.6-2009.



However, if the total area reserved for the hall expansion is used for exhibitions, the accessible car parking bays will need to be provided in Car Park A (near the pedestrian entry point of the car park), compliant with AS2890.6-2009.

- (iii) Provide a continuous accessible path of travel from the accessible car parking bays in Car Park D to the main entrance of the interim exhibition facility, compliant with AS1428.1-2009 and DDA Premises Standards.
- (iv) Ensure the pedestrian footpath from Car Park A is accessible for wheelchair users, when accessible car parking spaces are provided in this car park, compliant with AS1428.1-2009 and DDA Premises Standards.

### **3.5. Ferry Terminal**

There is new private ferry terminal proposed on the north/east edge of the island, to allow visitors of the facility to access the site per ferry, from Darling Harbour and possibly Circular Quay.

The new proposed ferry terminal will include a pontoon, to allow for suitable wheelchair access to and from the ferry, in accordance with DDA Premises Standards.

In general, there are sufficient circulation areas provided in front of the new ferry terminal, to allow for seating waiting areas and an accessible path of travel to and from the ferry terminal to the entrances of the exhibition hall 3 and adjacent pre-function entrance, in accordance with AS1428.1-2009.

In general, the paths of travel from the ferry terminal to the entrances on the east side of the facility have appropriate widths to allow a person in a wheelchair to make a 180° turn and two wheelchair users travelling in the opposite direction to pass each other in an equitable and dignified manner, compliant with AS1428.1-2009.

#### *Recommendation:*

- (i) The ferry terminal and ferries will need to be compliant with DDA Premises Standards H2 and DSAPT 2002. In particular, the terminal and ferries will need to comply with the following:

The design of the ferry terminal will need to consider the differences in low/high tide and weather conditions. The slope of a ramp connected to a pontoon wharf must have a gradient of no steeper than 1:14 over a maximum length of 6 metres for at least 80% of the time, compliant with DSAPT 2002 sections 6.5 and 6.1.

## **4. INTERIM FACILITY**

### **4.1. Approach**

In general, the existing site has appropriate gradients, to allow for suitable accessible path of travels to and within the proposed exhibition halls, compliant with AS1428.1-2009.

Currently, only the existing railway lines could potentially disturb the continuous accessible path of travel of the facility and should be removed or appropriately covered.

*Recommendation:*

- (i) Ensure the existing sloping surfaces of the site are not provided along the continuous accessible path of travel in the future exhibition halls, to allow for level accessible circulation areas in the facility, compliant with DDA Premises Standards.

### **4.2. Main Entrance**

The main entrance of the interim exhibition facility is provided at the end of the main entry/exit roadway, on the south side of the facility.

There is a designated pedestrian path that runs along the expansion hall, which connects the pedestrian paths from Car Park A and bus stop zones with the main entrance of the facility.

In general, the designated pedestrian path along the expansion hall to the main entrance of the facility has an appropriate width to allow a person in a wheelchair to make a 180° turn or to pass a person in wheelchair travelling in the opposite direction in an equitable and dignified manner, in accordance with DDA Premises Standards.

*Recommendation:*

- (i) Consider providing a barrier between the designated pedestrian paths and the entry/exit roadway, for a safer path of travel. (Advisory)

### **4.3. Ferry Terminal Facility Entrance**

Visitors and users entering the site with the private ferry, can access the facility through the entry doorways on the north-east side of exhibition hall 3 and adjacent pre-function entrance.

In general, the areas in front of the external entry points of exhibition hall 3 and adjacent pre-function have sufficient circulation areas for a person in a wheelchair to make a 180° turn or for two wheelchair users travelling in the opposite direction to pass each other in an equitable and dignified manner, in accordance with DDA Premises Standards.

### **4.4. Emergency Egress**

In the event of an emergency situation the main emergency egress for people with a disability would be appropriate via the main entrances of the facility, in accordance with DDA Premises Standards.

*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)

#### **4.5. Circulation Areas**

In general, there is a continuous accessible path of travel provided from the main entrance on the south side and entrances on the north-east side of the facility to each of the exhibition halls, pre-function areas, offices and sanitary facilities, in accordance with DDA Premises Standards.

Each of the exhibition halls consists of just one floor plate and has sufficient circulation areas for a person in a wheelchair to make a 360° turn and to pass another wheelchair user travelling in the opposite direction in an equitable and dignified manner, compliant with DDA Premises Standards.

The linkages between the exhibition halls provide a continuous accessible path of travel to and from the main entrances to each of the exhibition halls, compliant with AS1428.1-2009.

*Recommendation:*

- (i) Ensure all doorways have a minimum 850mm clear opening width and circulation areas, in accordance with AS1428.1-2009.

#### **4.6. Pre-Function and Forecourt**

The pre-function area north of the exhibition halls and the forecourt area near the new ferry terminal have appropriate circulation areas for a person in a wheelchair to make a 360° turn or to pass a person in wheelchair travelling in the opposite direction in an equitable and dignified manner, compliant with AS1428.1-2009.

There are additional entry points into each of the exhibition halls from the pre-function areas. In general, there will be a smooth transition between the pre-function areas and the exhibition halls, compliant with AS1428.1-2009.

#### **4.7. Administration and Registration**

There is a reception/registration office located near the main entrance of the interim exhibition facility. In general, there is a continuous accessible path of travel provided from the main entrance to the entry door of the office, compliant with AS1428.1-2009.

Additionally, there is an administration building located to the south-east of the facility. There is designated pedestrian path from the main entrance of the interim exhibition facility to the entry doorway of the administration building. The designated path has a suitable width to allow two wheelchair users travelling in the opposite direction to pass each other in an equitable and dignified manner, in accordance with DDA Premises Standards.

The entry doorways of the reception/registration office and administration building both have sufficient circulation areas for a person in a wheelchair to enter and exit the office/room, in accordance with AS1428.1-2009.

#### **4.8. Sanitary Facilities**

There are new toilet facilities provided on the north and south side of the exhibition halls. At this stage no detail of the toilet facilities is provided.

*Recommendations:*

- (i) Provide an accessible unisex toilet facility, with a minimum 2300mm x 1900mm unobstructed circulation area around the toilet pan, at not less than 50% of the bank of male and female toilets provided, compliant with DDA Premises Standards.
- (ii) Ensure an accessible path of travel is provided to and from the accessible unisex toilet facilities, compliant with AS1428.1-2009.
- (iii) Provide an ambulant cubicle facility in the male and female toilets at each bank of toilets where there are one or more toilets in addition to an accessible unisex toilet facility, compliant with DDA Premises Standards.

## **5. CONCLUSION**

In general, the interim exhibition facility provides equitable and dignified accessibility for people with a disability, in accordance with the DDA Premises Standards, Leichardt DCP and City of Sydney Access DCP.

There suitable means of access to the site and the main entrance of the interim exhibition facility, in accordance with DDA Premises Standards and BCA.

The exhibition halls, sanitary facilities and pre-function areas have sufficient circulation areas for people with a disability, in accordance with DDA Premises Standards.