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MACQUARIE GROUP

SYDNEY METRO MARTIN PLACE STATION INTEGRATED STATION DEVELOPMENT – NORTH SITE

ACCESSIBILITY REPORT
STAGE 2 SSD DA

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1. BACKGROUND

1.1. Introduction

This report supports a State Significant Development (SSD) Development Application (DA) (SSD DA) submitted to the Minister for Planning (Minister) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on behalf of Macquarie Corporate Holdings Pty Limited (Macquarie), who is seeking to create a world class transport and employment precinct at Martin Place, Sydney.

The SSD DA seeks approval for the detailed design and construction of the **North Site** Over Station Development (OSD), located above and integrated with Metro Martin Place station (part of the NSW Government's approved Sydney Metro project). The northern entrance to Metro Martin Place station will front Hunter Street, Elizabeth Street and Castlereagh Street, with the North Site OSD situated above.

This application follows the approval granted by the Minister for a Concept Proposal (otherwise known as a Stage 1 SSD DA) for two OSD commercial towers above the northern and southern entrances of Metro Martin Place station (SSD 17_8351). The approved Concept Proposal establishes building envelopes, land uses, Gross Floor Areas (GFA) and Design Guidelines with which the detailed design (otherwise known as a Stage 2 SSD DA) must be consistent.

This application does not seek approval for elements of the Metro Martin Place Precinct (the Precinct) which relate to the Sydney Metro City and Southwest project, which is subject to a separate Critical State Significant Infrastructure (CSSI) approval. These include:

- Demolition of buildings on the North Site and South Site;
- Construction of rail infrastructure, including station platforms and concourse areas;
- Ground level public domain works; and
- Station related elements in the podium of the North Tower.

However, this application does seek approval for OSD areas in the approved Metro Martin Place station structure, above and below ground level, which are classified as SSD as they relate principally to the OSD. These components are within the Sydney Metro CSSI approved station building that will contain some OSD elements not already approved by the CSSI Approval. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.

This report addresses compliance with the applicable code requirements respectively under the federal Disability (Access to Buildings –Premises Standards) 2010 and the Building Code of Australia.

1.2. Context

The New South Wales (NSW) Government is implementing Sydney's Rail Future (Transport for NSW, 2012), a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future.

Sydney Metro is a new standalone rail network identified in Sydney's Rail Future. The Sydney Metro network consists of Sydney Metro Northwest (Stage 1) and Sydney Metro City and Southwest (Stage 2).

Stage 2 of Sydney Metro entails the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and onto Bankstown through the conversion of the existing line to metro standards. The project also involves the delivery of seven (7) new metro stations, including Martin Place.

This step-change piece of public transport infrastructure once complete will have the capacity for 30 trains an hour (one every two minutes) through the CBD in each direction catering for an extra 100,000 customers per hour across the Sydney CBD rail lines.

On 9 January 2017 the Minister approved the Stage 2 (Chatswood to Sydenham) Sydney Metro application lodged by Transport for NSW (TfNSW) as a Critical State Significant Infrastructure (CSSI) project (reference SSI 15_7400). Work is well underway under this approval, including demolition of buildings at Martin Place.

The OSD development is subject to separate applications to be lodged under the relevant provisions of the EP&A Act. One approval is being sought for the North Site – this application – and one for the South Site via a separate application.

1.3. Site Description

The Metro Martin Place Precinct relates to the following properties (refer to **Figure 1**):

- 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site);
- 39 – 49 Martin Place (South Site); and
- Martin Place (that part bound by Elizabeth Street and Castlereagh Street).

This application relates **only to the North Site**, being the city block bounded by Hunter Street, Castlereagh Street, Elizabeth Street, and Martin Place (refer to **Figure 1**).

The South Site (39 – 49 Martin Place) is the subject of a separate Stage 2 SSD DA.

Figure 1 – Aerial Photo of the North and South Site of the Metro Martin Place Precinct

1.4. Background

Sydney Metro Stage 2 Approval (SSI 15_7400)

The Sydney Metro CSSI Approval approves the demolition of existing buildings at Martin Place, excavation and construction of the new station (above and below ground) along with construction of below and above ground structural and other components of the future OSD, although the fit-out and use of such areas are the subject of separate development approval processes.

On 22 March 2018, the Minister approved Modification 3 to the Sydney Metro CSSI Approval. This enabled the inclusion of Macquarie-owned land at 50 Martin Place and 9-19 Elizabeth Street within Metro Martin Place station, and other associated changes (including retention of the opening to the existing MLC pedestrian link).

Concept Proposal (SSD 17_8351)

On 22 March 2018, the Minister approved a Concept Proposal (SSD 17_8351) relating to Metro Martin Place Precinct. The Concept Proposal establishes the planning and development framework through which to assess the detailed Stage 2 SSD DAs.

Specifically, the Concept Proposal encompassed:

- Building envelopes for OSD towers on the North Site and South Site comprising:
  - 40+ storey building on the North Site (see Figure 2)
  - 28+ storey building on the South Site
  - Concept details to integrate the North Site with the existing and retained 50 Martin Place building (the former Government Savings Bank of NSW)
- Predominantly commercial land uses on both sites, comprising office, business and retail premises
- A maximum total GFA of 125,437m^2 across both sites
- Design Guidelines to guide the built form and design of the future development
- A framework for achieving design excellence
- Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development
- Conceptual OSD areas in the approved Metro Martin Place Metro station structure, above and below ground level[1]

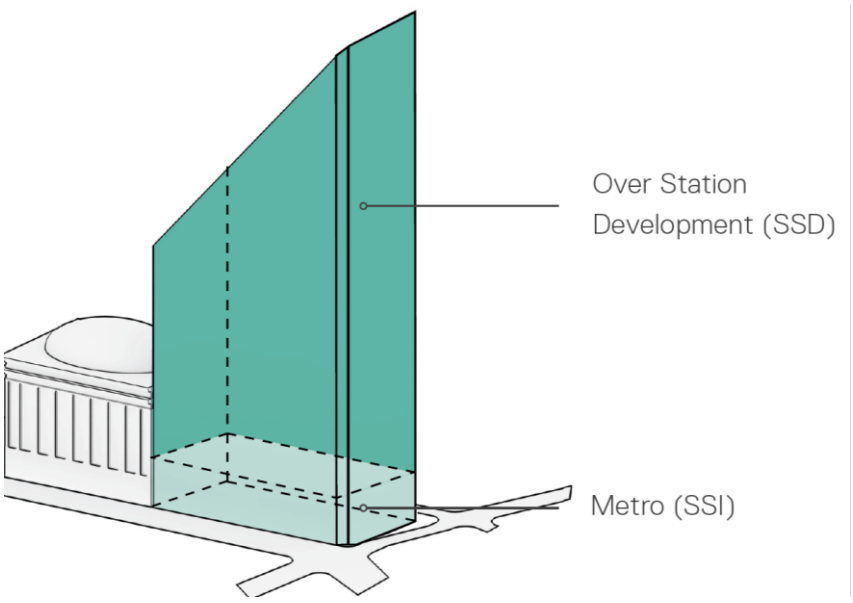


Figure 2 – North Site Approved OSD Building Envelope

[1] Refers to those components within the Metro CSSI approved station envelope that will contain some OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.

Planning Proposal (PP_2017_SYDNE_007_00) - Amendment to Sydney LEP 2012

The Planning Proposal (PP_2017_SYDNE_007_00) sought to amend the development standards applying to the Metro Martin Place Precinct through the inclusion of a site-specific provision in the Sydney Local Environmental Plan (LEP) 2012. This site-specific provision reduced the portion of the **South Site** that was subject to a 55 metre height limit from 25 metres from the boundary to Martin Place, to 8 metres, and applies the Hyde Park North Sun Access Plane to the remainder of the South Site, forming the height limit of the tower. It also permits a revised FSR of 22:1 on the South Site and 18.5:1 on the North Site. These amendments were gazetted within Sydney LEP 2012 (Amendment No. 46) on 8 June 2018 and reflect the new planning controls applying to the Precinct.

1.5. Overview of the Proposed Development

The subject application seeks approval for the detailed design, construction and operation of the North Tower. The proposal has been designed as a fully integrated station and OSD project that intends to be built and delivered as one development, in-time for the opening of Sydney Metro City and Southwest in 2024. This application seeks consent for the following:

- The design, construction and operation of a new 39 storey commercial OSD tower (plus rooftop plant) within the approved building envelope for the North Site, including office space and retail tenancies.
- Physical connections between the OSD podium and the existing 50 Martin Place building, to enable the use of the North Site as one integrated building.
- Vehicle loading areas within the basement levels.
- Extension and augmentation of physical infrastructure / utilities as required.
- Detailed design and delivery of ‘interface areas’ within both the approved station and Concept Proposal envelope that contain OSD-exclusive elements, such as end of trip facilities, office entries, office space and retail areas not associated with the rail infrastructure.

1.6. Planning Approvals Strategy

The *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD) identifies development which is declared to be State Significant. Under Schedule 1 and Clause 19(2) of SEPP SRD, development within a railway corridor or associated with railway infrastructure that has a capital investment value of more than $30 million and involves commercial premises is declared to be State Significant Development (SSD) for the purposes of the EP&A Act.

The proposed development (involving commercial development that is both located within a rail corridor and associated with rail infrastructure) is therefore SSD.

Pursuant to Section 4.22 of the EP&A Act a Concept DA may be made setting out concept proposals for the development of a site (including setting out detailed proposals for the first stage of development), and for which detailed proposals for the site are to be the subject of subsequent DAs. This SSD DA represents a detailed proposal and follows the approval of a Concept Proposal on the site under Section 4.22 of the EP&A Act.

Submitted separately to this SSD DA is a SSD DA for the South Site (Stage 2 South Site SSD DA). A Stage 1 Amending SSD DA to the Concept Proposal (Stage 1 Amending DA) has also been submitted that has the effect of aligning the approved South Site envelope with the new planning controls established for the South Site (achieved through the site specific amendment to the Sydney LEP 2012).

Figure 3 below is a diagrammatic representation of the suite of key planning applications undertaken or proposed by Macquarie and their relationship to the subject application (the subject of this report).

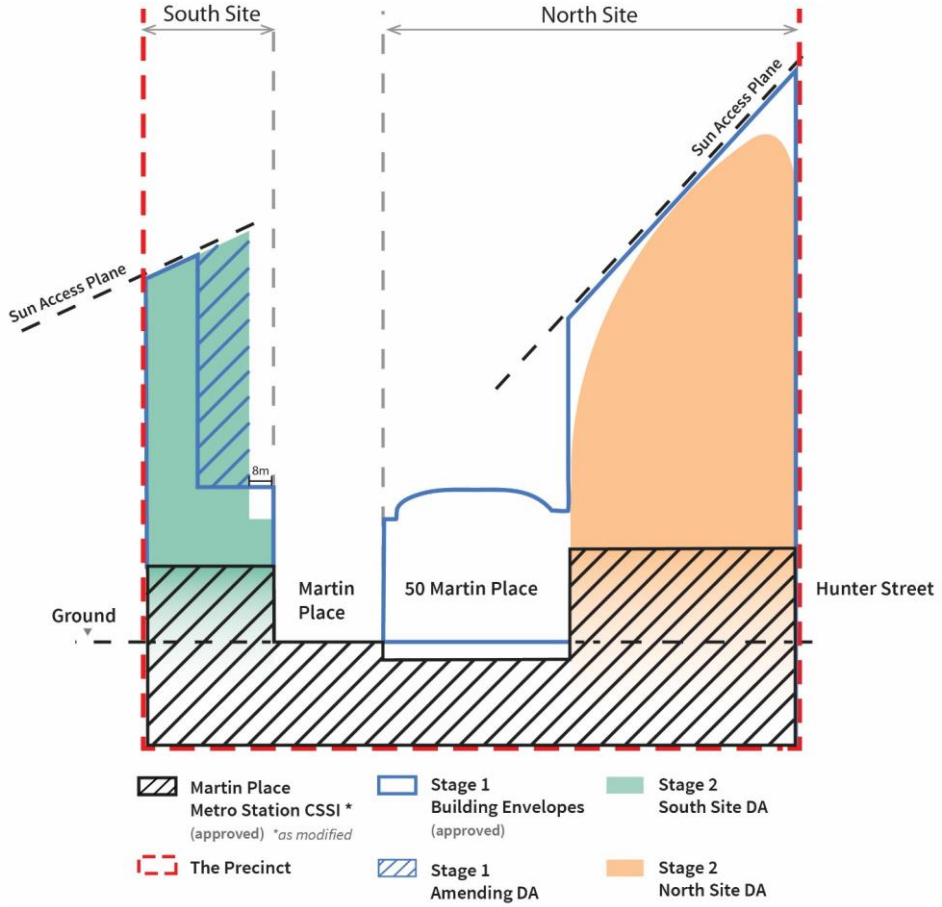


Figure 3 – Relationship of key planning applications to the Stage 2 North Site DA (this application)

The Department of Planning and Environment have provided Secretary's Environmental Assessment Requirements (SEARs) to the applicant for the preparation of an Environmental Impact Statement for the proposed development. This report has been prepared having regard to the SEARs to assess the design against the requirements of the Disability (Access to Premises – Buildings) Standards 2010 and the Building Code of Australia, as applicable.

2. INTRODUCTION

2.1. General

Morris Goding Access Consulting has been engaged by Macquarie Group to prepare an assessment of the accessibility of the design for the Sydney Metro Martin Place Station Integrated Station Development.

The development proponent is Macquarie Corporate Holdings Pty Ltd. This report will analyse the design for the Stage 2 DA with respect to accessibility under the objectives of the federal Disability Discrimination Act 1992 ('DDA') and the requirements of the DDA Premises Standards 2010.

2.2. The North Tower

The scope of this report pertains to the new base-building works for the North Site only. The following table sets out the building classifications of the various elements of the North Tower.

Component	Building Classification(s)
Commercial offices	Class 5
Retail tenancies	Class 6
Flexible Space on level 3	Class 9b
Gallery seating on level 4	Class 9b
Plaza on level 5	Class 5 / Class 9b

It is also to be noted that the North Tower will be located above a new metro rail station. The accessibility of the new metro rail station is outside of the scope of the present report, and is assessed in a separate accessibility report prepared for Sydney Metro to address the requirements of CSSI_15_7400.

2.3. Objectives

This access report considers user groups, including members of the public, visitors, and staff.

The report seeks 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 report seeks to ensure that the development will meet the object of the DDA to eliminate, as far as possible, discrimination against persons on the ground of disability.

2.4. Statutory Requirements

The following regulatory instruments and standards are used in the report:

- AS1428.1(2009) – Design for Access and Mobility;
- AS1735.12(1999) – Passenger Lift Access for People with a Disability;
- Building Code of Australia 2016 ('BCA 2016');
- Disability (Access to Premises – Buildings) Standards 2010; and
- Disability Standards for Accessible Public Transport 2002 ('DSAPT'), where applicable.

3. MAIN ENTRANCES

3.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 5 Class 9b	DDA Access Code 2010 / BCA	Principal pedestrian entrance to be accessible within meaning of AS1428.1(2009).
Class 5 Class 9b	DDA Access Code 2010 / BCA	Not less than 50 per cent of all main entrances to be accessible within meaning of AS1428.1(2009).
Class 5 Class 9b	DDA Access Code 2010 / BCA	An accessible path of travel within the meaning of AS1428.1(2009) is required from the allotment boundary to any accessible main entrance.
Class 5 Class 9b	DDA Access Code 2010 / BCA	Any non-accessible main entrance is to be located not more than 50 metres from an accessible main entrance.

3.2. General

There will be a total of five separate main entrances into the North Tower from the public street frontages. Each main entrance will be considered in turn below.

3.3. Main Entry Points on Lower Ground Level (Castlereagh Street)

There are a total of three separate main entry points into the North Tower on Lower Ground Level. The first main entry point is located in the north-west sector of the subject building, near the intersection of Castlereagh Street and Hunter Street, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-308000. The main entry point will be detailed to comply with AS1428.1(2009).

The second main entry point on Lower Ground Level is located near the end-of-trip ('EOT') lifts, and is on-grade with the public footpath on Castlereagh Street. The main entry point is shown near grid reference na.n04 on drawing CSWSMP-MAC-SMN-AT-DRG-DA-308000. The above main entrance consists of a graded walkway. The walkway will be detailed to comply with AS1428.1(2009). There will be continuous accessible path of travel from the walkway to the passenger lifts for the end-of-trip facilities and to lifts LN3 and LN4 respectively.

The third pedestrian main entry point on Lower Ground Level is located adjacent to the existing building at 50 Martin Place, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-30800. The above entrance consists of a stairway. The main entry stairway will be detailed to comply with AS1428.1(2009).

Whilst a stairway is not accessible for wheelchair users, it is noted that the stairway entrance will be located at a distance of less than 50 metres from the

accessible on-grade main entrance on Castlereagh Street that is near the EOT lifts. The provision of stair-only access is permissible in these circumstances under clause 3.2(2)(b) of the DDA Access Code 2010 / BCA.

Recommendation:

(i) Handrails to be provided on both sides of the common-use stairway during design development stage. (Mandatory)

3.4. Main Entry Points on Ground Level (Elizabeth Street)

There are a total of two main entry points into the North Tower on Ground Level. The first main entry point is located adjacent to the existing building at 50 Martin Place, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-300000. The current design will be accessible within the meaning of AS1428.1(2009).

The second building main entry point on Ground Level is located near the intersection of Elizabeth Street and Hunter Street, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-300000. The design will be detailed to comply with AS1428.1(2009).

There will be continuous accessible path for commercial users from each of the above main entrances to the commercial passenger lifts – namely, lifts LN3 and LN4 – for compliance with the DDA Access Code 2010 / BCA.

3.5. Assessment of Totality of Main Entry Points

Of the total of five main entry points into the North Tower, four main entry points will be accessible within the meaning of AS1428.1(2009). This meets the minimum requirement under the DDA Access Code 2010 / BCA for a minimum of 50 per cent of all main entry points to be accessible. The Lower Ground Level stairway entrance is acceptable for compliance with the DDA Access Code 2010 / BCA.

4. EMERGENCY EGRESS

4.1. Accessibility Requirements

The Deemed-to-Satisfy ('DTS') requirements for egress for people with a disability under the DDA Access Code 2010 and BCA are limited to a number of specific clauses, including the items in the following table:

Building Classification(s)	Code	Requirement(s)
Class 5 Class 9b	DDA Access Code 2010 / BCA	Handrail to be provided on at least one side of each fire-isolated stairway.
Class 5 Class 9b	BCA	Door hardware at each required exit is to be accessible.
Class 5 Class 9b	BCA	Minimum levels of contrast at stair nosings required at fire-isolated stairways.
Class 5 Class 9b	N/A	Consideration for protection for wheelchair users in an evacuation event.

4.2. Fire-Isolated Stairways

Egress from the Lower Ground Level is via the building main entrances on that level. Egress from the Ground Level is via the building main entrances. The remaining back-of-house areas on those levels would potentially ne eligible for an exemption from accessibility requirements under clause D3.4 of the BCA.

Egress from Levels 1-39 of the North Tower will be via fire-isolated stairways. Each of those stairways will be detailed to meet the minimum accessible egress requirements of the DDA Access Code 2010 and the BCA during design development phase. At least one handrail will be provided within each fire-isolated stairway for compliance with the BCA during design development phase.

4.3. Wheelchair Refuges

There are no DTS prescriptions under either the DDA Access Code 2010 or the BCA to facilitate accessible egress for either wheelchair users or users with a mobility impairment in the event of an evacuation. Even so, it would not be impossible for a person with such disabilities to be present in the North Tower over the course of any given day.

Wheelchair refuge spaces have been provided on the stairway landings of the fire-isolated stairways in the North Tower. This represents accessibility best practice. Where wheelchair refuges are provided, it would be preferred for a device for emergency communications to be provided adjacent to each refuge space. This will be given consideration during design development phase.

5. PATHS OF TRAVEL: GENERAL

5.1. Accessibility Requirements

Building Classification(s)	Code	Requirement(s)
Class 5 Class 9b	DDA Access Code 2010 / BCA	Access is required to and within all areas normally used by the occupants. This means that the paths of travel – including clearances and gradients – to all areas that are normally used by the occupants will require compliance with AS1428.1(2009).
Class 5 Class 9b	DDA Access Code 2010 / BCA	Non-fire-isolated stairways require compliance with AS1428.1(2009).
Class 5 Class 9b	DDA Access Code 2010 / BCA	Non-fire-isolated ramps require compliance with AS1428.1(2009).

5.2. Level B2 (End-of-Trip Facilities)

The majority of Level B2 will consist of End-of-Trip (EOT) facilities, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-308200. The EOT area is an area that is normally used by the occupants. Therefore, access for people with a disability is required to that area.

There will be a continuous accessible path of travel from Castlereagh Street to Level B2 via passenger lifts LN3 and LN4. The current design for Level B2 will also incorporate suitable paths of travel for common use for compliance with AS1428.1(2009).

There will be an EOT concierge desk on Level B2. There will be a continuous accessible path of travel from the passenger lifts to the above EOT concierge desk for compliance with the DDA Access Code 2010 / BCA.

5.3. Level B1

Level B1 will include the following elements: a loading dock, waste management, plant areas, and associated facilities, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-308200.

The vast majority of the facilities on Level B2 would potentially be eligible for an exemption from wheelchair access under clause D3.4 of the DDA Access Code 2010 / BCA. The above notwithstanding, there will be passenger lift access in the event that a person with a disability required access to this level.

5.4. Lower Ground Level

The current design for the Lower Ground Level will generally incorporate suitable paths of travel for common use for compliance with AS1428.1(2009).

There will be one retail tenancy on Lower Ground Level. The above retail tenancy fronts Castlereagh Street. The provision of access for people with a disability from Castlereagh Street into the retail tenancy will be achieved for compliance with the DDA Access Code 2010 / BCA. The fitout of the retail tenancy is beyond the scope of the current works; rather, it will be assessed under future applications.

5.5. Ground Level

On Ground Level, there is an open terrace at RL26.20 that is located adjacent to the main entry stairway from Castlereagh Street, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-300000. The sole path of travel to the terrace is currently via a stairway.

Under the DDA Access Code 2010 / BCA, the provision of access is required to and within all areas normally used by the occupants. Currently, the terrace has no specific architectural program; even so, it will be intended to be open to all users. This means that wheelchair access will be required to the terrace. This will need to be addressed during design development phase.

There will be a new pedestrian linkage between the new commercial main entrance on Ground Level and the existing lobby on the corresponding Ground Level of the existing building at 50 Martin Place, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-300000.

The linkage will consist of a new vertical platform lift and a new stairway. The vertical platform lift will constitute the accessible path of travel to this linkage for compliance with the DDA Access Code 2010 / BCA. The stairway will be detailed to comply with AS1428.1(2009).

There are also retail tenancies on ground level. The provision of access for people with a disability from the public footpath on Elizabeth Street to the retail tenancies for compliance with DDA Access Code 2010 / BCA is achievable. The fitouts of those retail tenancies is beyond the scope of the current works; rather, they will be assessed under future applications.

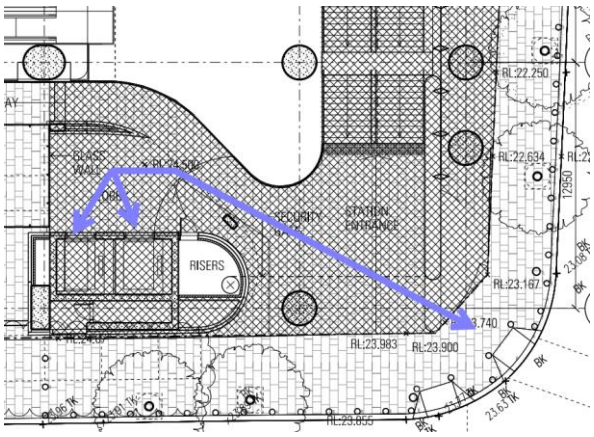
5.6. Accessible Internal Route near Hunter Street

The northern end of the North Tower is bounded by Hunter Street. Hunter Street traverses a vertical difference of approximately 10 metres from Elizabeth Street to Castlereagh Street. As a result, the existing gradients at the flooring of the pedestrian footpath at Hunter Street between Elizabeth Street and Castlereagh Street are steep, and not considered accessible for people with a disability within the meaning of AS1428.1(2009).

It is beyond the scope of this project to address the gradients of the footpaths on Hunter Street themselves. Even so, there will be a new accessible path of travel within the North Tower that will be open to members of the public between Elizabeth Street, on Ground Level, and Castlereagh Street, on Lower Ground Level.

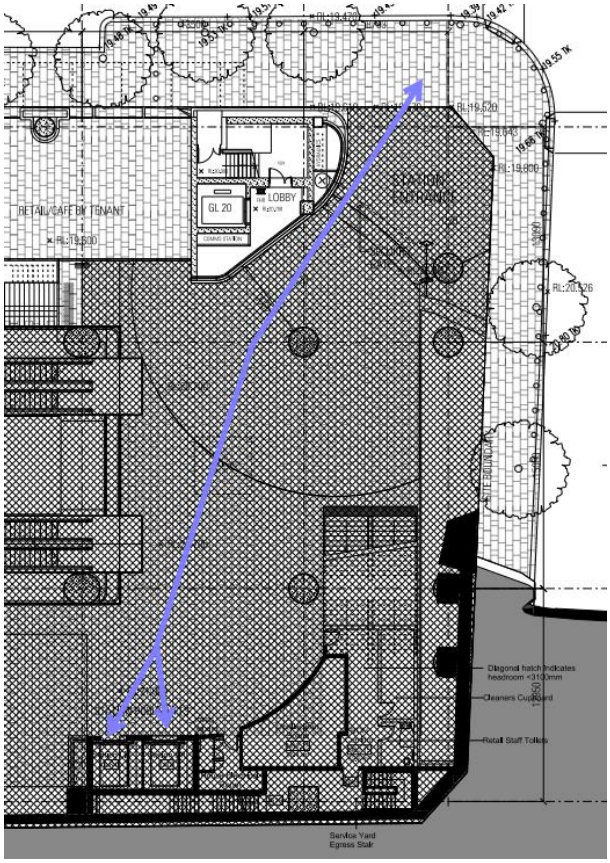
The new accessible path of travel will be as follows. First, there will be an accessible path of travel from the public footpath on Elizabeth Street to the lift lobby on Ground Level for passenger lifts LN1 and LN2. This is

illustrated in the following (not-to-scale) extract from drawing CSWSMP-MAC-SMN-AT-DRG-DA-300000:



Passenger lifts LN1 and LN2 then each provide an accessible path of travel from Ground Level to Lower Ground Level.

There will, thereafter, be an accessible path of travel from the passenger lift through the North Tower on Lower Ground Level to the public footpath on Castlereagh Street. This is illustrated in the following (not-to-scale) extract from drawing CSWSMP-MAC-SMN-AT-DRG-DA-308000:



The above arrangement will represent a substantial improvement on the existing degree of accessibility for pedestrians with a disability along Hunter Street.

5.7. Level 1

There will be a commercial main entry lobby on Level 1 of the North Tower. Passenger lifts LN3 and LN4 will provide an accessible path of travel respectively from the Lower Ground Level and the Ground Level to the commercial main entry lobby on Level 1.

There will be a continuous accessible path of travel from lifts LN3 and LN4 to the intended security gateline in front of the commercial passenger lifts for compliance with the DDA Access Code 2010 / BCA.

The provision of at least one wheelchair-accessible gate at the gateline will be achieved during design development phase. There will be an accessible path of travel from the gateline to the commercial lifts.

There will also be a café tenancy on Level 1. The paths of travel from the passenger lifts to the café will be either through sets of revolving doors, or through the adjacent hinged doors.

The hinged doors will be the designated accessible path of travel. The clearances and door operational weight of the doorways will be addressed during design development phase to meet AS1428.1(2009).

The café and retail uses will be subject to future fitout works. The accessibility of the fitout works is not within the scope of the present report; rather, it will be assessed under future applications.

5.8. Levels 2-4

There will be retail on Level 2. The current base-building design for Level 2 will generally enable suitable paths of travel for compliance with AS1428.1(2009). The accessibility of the fitout works for retail is not within the scope of the present report; rather, it will be assessed under future applications.

There will be a Flexible Space on Levels 3 and 4. The current base-building design for the Flexible Space will generally enable suitable paths of travel for compliance with AS1428.1(2009). The accessibility of the fitout works for the Flexible Space is not within the scope of the present report; rather, it will be assessed under future applications.

5.9. Levels 5-27 and 29-37

The scope of this present report pertains solely to the base-building design. The current base-building design for the commercial offices on levels 5-27, and 29-37 (inclusive) will generally enable suitable paths of travel for compliance with AS1428.1(2009).

On Level 5, there will be a new base-building pedestrian linkage between the new North Tower and the existing 50 Martin Place building, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-300500. The linkage will include various graded walkways and a stairway. Each will be detailed to comply with the DDA Access Code 2010 / BCA.

Similarly, on Level 10, there will be a new base-building pedestrian footbridge between the new North Tower and the existing 50 Martin Place

building, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-301000. The footbridge will be detailed to comply with the DDA Access Code 2010 / BCA.

It is to be noted that AS1428.1(2009) requires doorways that lead to areas that are required to be accessible to be lightweight in operation. A maximum operational force of 20N is prescribed. This will be addressed during design development phase.

The accessibility of the fitout works for the commercial offices is not within the scope of the present report; rather, it will be assessed under future applications.

5.10. Levels 28, 38, and 39

There will also be plant on the entirety of Levels 28, 38, and 39 respectively. As plant areas, Levels 28, 38, and 39 would each be eligible for an exemption from wheelchair access under clause D3.4 of the BCA.

6. PATHS OF TRAVEL: VERTICAL ACCESS

6.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 5 Class 9b	DDA Access Code 2010 / BCA	Access is required to and within all areas normally used by the occupants.
Class 5 Class 9b	DDA Access Code 2010 / BCA	All passenger lifts require compliance with Part E3.
Class 5 Class 9b	DDA Access Code 2010 / BCA	Non-fire-isolated stairways require compliance with AS1428.1(2009).

6.2. Passenger Lifts

All of the passenger lift cars within the North Tower will have suitable internal floor dimensions for compliance with the DDA Access Code 2010 / BCA.

Recommendation:

(i) All passenger lifts to be detailed during design development stage to meet all requirements of Part E3 of the BCA and the DDA Access Code 2010.

6.3. Escalators

Under AS1428.1, escalators do not form part of the accessible path of travel. It is noted, however, that the current design incorporates the provision of passenger lift access to the same floor levels to which the escalators lead. This will be suitable for compliance with the DDA Access Code 2010 / BCA.

Further, the escalators within the North Tower are located within reasonable proximity to the passenger lifts. This is in line with good accessibility practice.

6.4. Common-Use Stairways

There are common-use, non-fire-isolated stairways on the following floor levels: Level B2, Level B1; Lower Ground Level; Ground Level; Levels 2-3; Levels 5-14; Levels 17-27; and Levels 29-36. All of the above stairways will require compliance with AS1428.1(2009).

Recommendation:

(i) Handrails to be provided on both sides of each common-use stairway during design development stage. (Mandatory)

7. FLEXIBLE SPACE ON LEVELS 3 AND 4

7.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 5	DDA Access Code 2010 / BCA	Access require to and within areas normally used by the occupants.
Class 9b	DDA Access Code 2010 / BCA	Access require to and within areas normally used by the occupants except to tiers or platforms not containing wheelchair seats.
Class 9b	DDA Access Code 2010 / BCA	Where fixed seating is provided, wheelchair seating must also be provided.

7.2. Levels 3 and 4

The Level 3-4 Flexible Space is proposed as a flexible space with capacity for a variety of uses to support the Macquarie office floors that may include client functions, meeting rooms, co-working spaces, training facilities and conferences.

There is suitable passenger lift access to Level 3 for compliance with the DDA Access Code 2010 / BCA. The base-building design will allow for suitable accessible paths of travel from the passenger lifts within this room.

The fitout of the Flexible Space on Level 3 will be separate to the base-building works. The accessibility of fitout works is outside of the scope of the present report, and will be assessed during future development applications / approval pathway.

There is a pre-function area and a gallery seating area on Level 4. There is suitable passenger lift access to Level 4 for compliance with the DDA Access Code 2010 / BCA. The base-building design will allow for suitable accessible paths of travel from the passenger lifts to these rooms.

The fitouts of the pre-function and gallery seating areas on Level 4 will both be separate to the base-building works. The accessibility of the fitout works is outside of the scope of the present report, and will be assessed during future development applications / approval pathway.

8. SANITARY FACILITIES

8.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 5 Class 9b	DDA Access Code 2010 / BCA	Access is required to and within all areas normally used by the occupants.
Class 5 Class 9b	DDA Access Code 2010 / BCA	Sanitary facilities for people with a disability are required to meet Part F2 of the DDA Access Code 2010 and the BCA.
Class 5 Class 9b	DDA Access Code 2010 / BCA	Where a storey has more than one bank of toilets, one unisex accessible toilet is required at not less than 50 per cent of those banks.
N/A	Advisory / Potential Sydney Metro requirement	Changing Places toilet for use especially for the metro station

8.2. Level B2 (End-of-Trip)

There will be new End-of-Trip ('EOT') facilities on Level B2, as shown on drawing CSWSMP-MAC-SMN-AT-DRG-DA-308200. There will be separate EOT banks for the use of the North Tower, the South Tower, and 50 Martin Place respectively. Each of the above EOT banks will have its own male and female toilets.

There will be one unisex accessible toilet in the south-east corner of Level B2, near the plant room. The above accessible toilet will be available as an EOT facility for any of the occupants of any of the above three commercial buildings. There will be a direct accessible path of travel from the passenger lifts to the above accessible toilet for compliance with the DDA Access Code 2010 / BCA.

However, under the DDA Access Code 2010 / BCA, a unisex accessible toilet is required for not less than 50 per cent of all banks of toilets on a given floor level. On Level B2, there will be one unisex accessible toilet for three banks. A Performance Solution will be required for compliance with the DDA Access Code 2010 / BCA.

The EOT accessible toilet includes a shower. Currently, the shower screen encroaches upon the circulation area that is required for the pan under AS1428.1(2009). This will be modified during design development phase to achieve compliance with AS1428.1(2009).

There will also be a separate unisex accessible bathroom for the use of staff on Level B2. The commercial users will not be permitted to enter this bathroom. The provision of one accessible bathroom for staff use will meet the DDA Access Code 2010 / BCA for Level B2.

The provision of male and female toilets at the EOT facilities will also trigger the requirement under the DDA Access Code 2010 / BCA for the

provision of ambulant cubicles. This will be addressed during design development phase.

8.3. Level B1

There is one unisex accessible toilet on Level B1, located on the west sector. The above toilet is the only sanitary facility on Level B1. This would satisfy the minimum quantity of accessible toilets that is required under the DDA Access Code 2010 / BCA for that level. There is a continuous accessible path of travel to that accessible toilet for compliance with the DDA Access Code 2010 / BCA.

8.4. Ground Level

There is one unisex accessible toilet on Ground Level, located in the south-west sector. The above toilet is the only sanitary facility on Ground Level. This would satisfy the minimum quantity of accessible toilets that is required under the DDA Access Code 2010 / BCA for that level.

The provision of a continuous accessible path of travel to that accessible toilet for compliance with the DDA Access Code 2010 / BCA will be achievable during design development phase.

8.5. Levels 1 and 2

There is one bank of common-use sanitary facilities respectively on Levels 1 and 2. There will be one unisex accessible toilet at each of those banks. This would satisfy the minimum quantity of accessible toilets that is required under the DDA Access Code 2010 / BCA.

The path of travel to each of the above accessible toilets will require traversal of a common corridor. A minimum latch-side clearance of 530mm will be required entry doorways to the common corridors that lead to the accessible toilets amenities on levels 1 and 2 respectively for compliance with AS1428.1(2009). This will be addressed during design development phase.

Each bank on Levels 1 and 2 will also include one male and one female ambulant cubicle. This will satisfy the minimum quantity of ambulant cubicles on those levels under the DDA Access Code 2010 / BCA.

8.6. Levels 3 and 4

There are indicative layouts of bathrooms for the fitout stage On Levels 3 and 4 respectively. The accessibility of the fitout works is outside of the scope of the present report.

8.7. Levels 5-27 and 29-37

There are banks of amenities for the use of the commercial offices respectively on Levels 5-27 and 29-37 of the North Tower. Each bank incorporates one unisex accessible toilet. This meets the minimum quantity of accessible bathrooms for those levels for compliance with the DDA Access Code 2010 / BCA.

Each of the accessible toilets respectively on Levels 5-27 and 29-37 has a left-hand transfer pan. This is non-compliant with the DDA Access Code 2010 / BCA, which require the division between left- and right-hand transfer pans across accessible toilets in the North Tower to be as even as possible. This will be addressed during design development phase.

On Levels 5 and 6 respectively, there is an airlock outside the accessible toilet. The clearance between the doorswing of the airlock entry doorway and the entry doorway of the accessible toilet is less than 1450mm, as would typically be required under AS1428.1(2009). This will be modified to comply during design development phase.

It is additionally noted that the above airlocks also lead to the banks of male and female toilets. In the event that a wheelchair user and multiple other users wished to travel to or from the bathrooms at the same time, it is likely that a wheelchair user would be obliged to reverse to make way to the other users. This is neither appropriate nor workable in an airlock of this size. The airlocks will therefore require revision both as a matter of code and of functionality.

There are male and female toilets at each of the above banks. There is one male and one female ambulant cubicle on each commercial floor level. This meets the minimum quantity of ambulant cubicles for those floor levels for compliance with the DDA Access Code 2010 / BCA.

8.8. Levels 28, 38, and 39

Levels 28, 38, and 39 of the North Tower will be used for plant only. It is noted that there are no sanitary facilities of any description on those levels. On the levels at which there are no sanitary facilities whatsoever, there is no requirement under the DDA Access Code 2010 / BCA for the provision of accessible sanitary facilities.

9. SIGNAGE AND COMMUNICATIONS

9.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 9b	DDA Access Code 2010 / BCA	Hearing augmentation to meet clause D3.7
Class 9b	DDA Access Code 2010 / BCA	Signage to meet clause D3.6

9.2. Hearing Augmentation

There may be meeting, conference or performance facilities at the Flexible Space on Levels 3 and 4 of the North Tower. Any such spaces would likely have a building classification of class 9b.

Under the DDA Access Code 2010 / BCA, a system of hearing augmentation is required at the areas in a class 9b building at which there is an in-built system of audio amplification.

No in-built audio amplification will be provided during the current base-building works that are the current assessment. Rather, any in-built amplification will be provided during the fitout works. It would follow that there will be no requirement for hearing augmentation on Levels 3 and 4 for the base-building works.

9.3. Signage

Recommendations:

(i) Signage to be designed to comply with requirements of clause D3.6 of the BCA during design development stage. (Mandatory)

(ii) In addition, any signage associated with the metro station or other public transport elements of the project is to be designed to meet the DSAPT 2002 and BCA Part H2 during design development stage. (Mandatory, where applicable)

10. CONCLUSION

Upon review of the supplied documentation, the design of the North Tower, to the extent noted, will be capable of compliance with the applicable requirements of the DDA Premises Standards 2010 and of the Building Code of Australia.

The design of the North Tower will be continuously refined during design development phase to ensure that the various elements will meet all of the applicable Performance Requirements of the above codes.