

MACQUARIE GROUP

**SYDNEY METRO MARTIN PLACE
STATION INTEGRATED STATION
DEVELOPMENT – SOUTH SITE**

**ACCESSIBILITY REPORT
STAGE 2 SSD DA**

**DOCUMENT REFERENCE NUMBER
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Morris Goding Accessibility Consulting

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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 South 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 southern entrance to Metro Martin Place station and the South Site OSD above are located at 39-49 Martin Place.

This application follows:

- Approval granted by the Minister for a Concept Proposal (otherwise known as a Stage 1 SSDA) for two OSD commercial towers above the northern (North Site) and southern (South Site) 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 SSDA) must be consistent.
- Gazettal of site specific amendments to the Sydney Local Environmental Plan (LEP) 2012 (Planning Proposal reference: PP_2017_SYDNE_007_00) permitting greater building height (over a portion of the South Site) and additional floor space (over both the North and South Sites).

Lodged concurrently with this SSD DA, is a Stage 1 Amending SSD DA to the Concept Proposal (Stage 1 Amending DA), which seeks approval for an amended concept for the Metro Martin Place Precinct (the Precinct), aligning the approved South Site building envelope with the new planning controls secured for the Precinct.

To ensure consistency, the Stage 1 Amending DA must be determined prior to the determination of the subject Stage 2 SSD DA for the South Site.

This application does not seek approval for elements of the Metro Martin Place 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 South 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 South Site – this application – and one for the North Site via a separate application.

1.3. Site Description

The Metro Martin Place Precinct project 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 South Site**, being the land at 39-49 Martin Place (refer to **Figure 1**).

The North Site is the subject of a Stage 2 SSD DA.

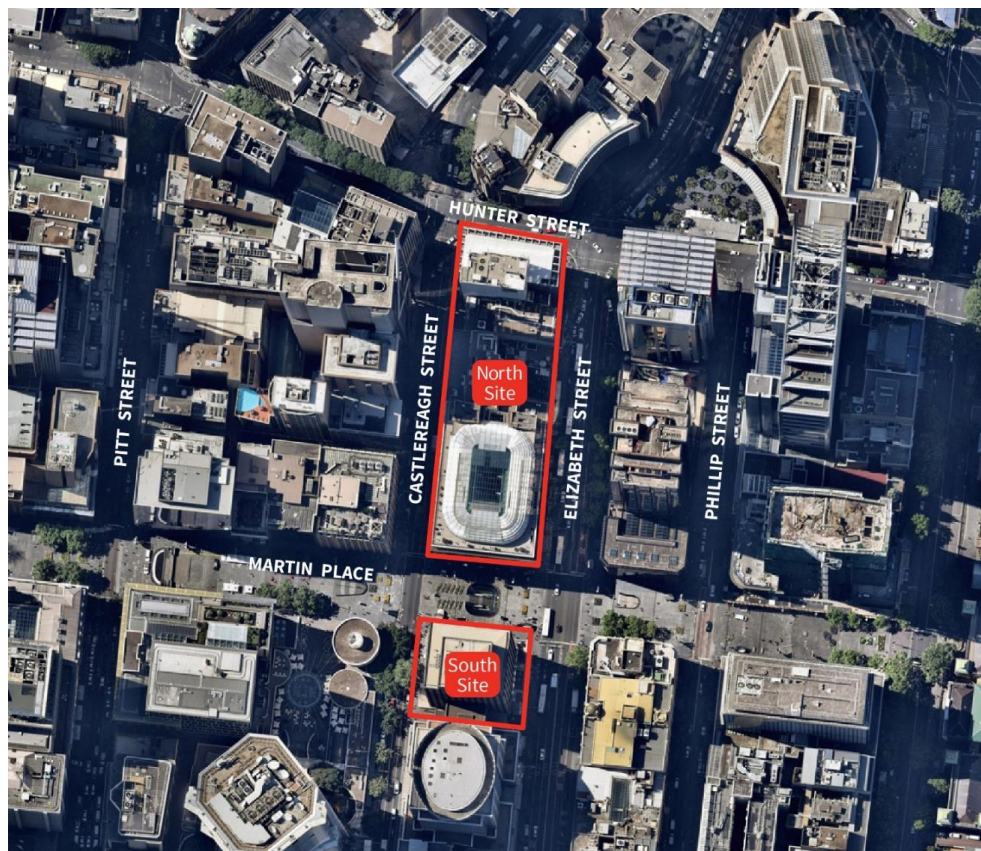


Figure 1 – Aerial Photo of the North and South Site of the Metro Martin Place Precinct

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 (see Figure 3) comprising:
 - 40+ storey building on the North Site
 - 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 125,437m² across both sites
- Consolidated 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 Martin Place Metro Station structure, above and below ground level¹

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.



Figure 2 – North Site and South Site Approved OSD Building Envelopes

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 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.

The Concept Proposal was prepared and determined prior to the site specific Sydney LEP 2012 amendment (PP_2017_SYDNE_007_00) being gazetted and was developed based on the height development standards that applied to the South Site at the time. As a result, the Concept Proposal allows for a tower on the South Site that is now inconsistent with the building envelope envisaged through the amendment to the Sydney LEP 2012. Accordingly, a Stage 1 Amending SSD DA to the Concept Proposal (Stage 1 Amending DA) has been lodged concurrently with this subject Stage 2 SSD DA, which seeks to align the approved Concept Proposal building envelope for the South Site with the revised site specific development standards applying under the Sydney LEP 2012, being increased FSR and building height. This Stage 1 Amending DA seeks to amend the planning and development framework established under the approved Concept Proposal that is used to assess this Stage 2 SSD DA. The Stage 1 Amending DA is to be assessed

concurrently with, and determined prior to the subject Stage 2 SSD DA, with the amended South Site building envelope setting the broad development parameters for the South Site (see Figure 3 below).

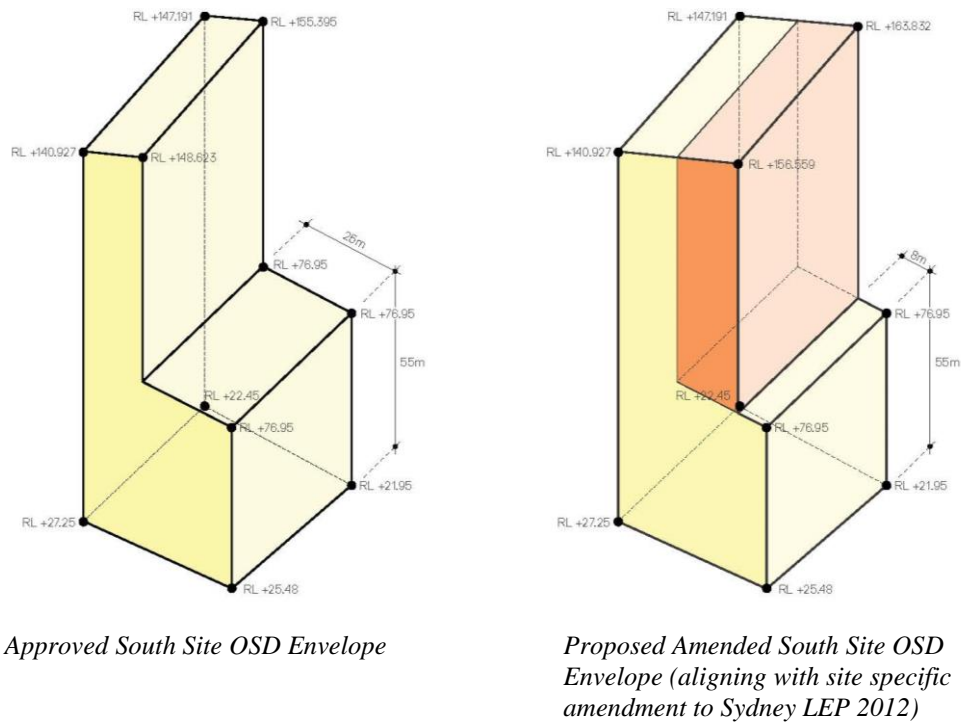


Figure 3 – Relationship between the approved and proposed amended South Site building envelope

1.5. Overview of the Proposed Development

The subject application seeks approval for the detailed design, construction and operation of the South 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. The application seeks consent for the following:

- The design, construction and operation of a new 28 storey commercial OSD tower (plus rooftop plant) within the approved building envelope for the South Site, including office space and retail tenancies.
- Vehicle loading 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 office entries, office space and retail areas not associated with the rail infrastructure.

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 of the South Site of the Sydney Metro Martin Place Station Integrated Development.

This report will analyse SSD DA Stage 2 design with respect to accessibility under the objectives of the Federal Disability Discrimination Act 1992 and the requirements of the DDA Premises Standards 2010.

2.2. The South Tower

The scope of this report pertains to the new base-building works for the OSD South Tower from Lower Ground Level through to Level 29 (inclusive). The following table sets out the building classifications of the various elements of the South Tower.

Component	Building Classification(s)
Commercial offices	Class 5
Retail	Class 6
Metro station	Class 9b

It is also to be noted that the South Tower will be located above a new metro railway station. The accessibility of the new metro railway station is outside of the scope of the present report, and is assessed in a separate accessibility report.

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;
- Building Code of Australia 2016 ('BCA 2016');

- Disability (Access to Premises – Buildings) Standards 2010, Schedule 1 of which is known as the ‘Access Code 2010’; and
- Disability Standards for Accessible Public Transport 2002 (‘DSAPT’), where applicable.

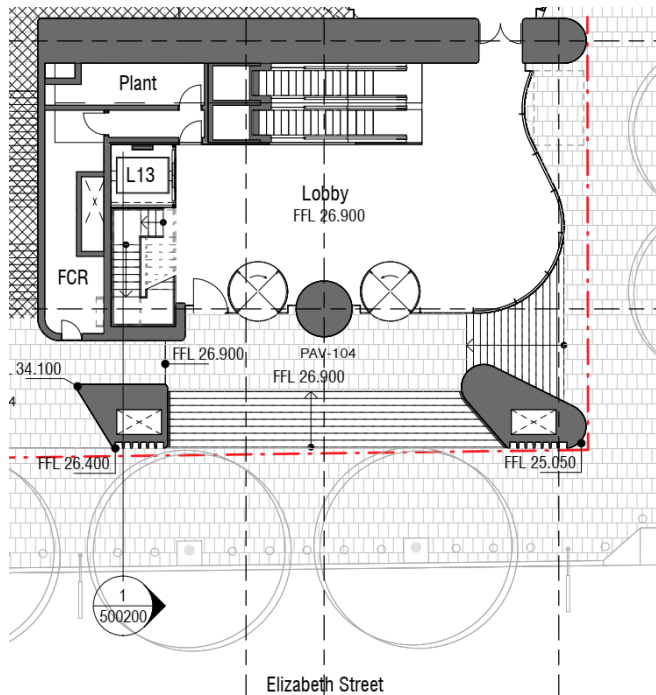
3. MAIN ENTRANCES

3.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 5 Class 6 Class 9b	DDA Access Code 2010 / BCA	Principal pedestrian entrance to be accessible within meaning of AS1428.1(2009).
Class 5 Class 6 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 6 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 6 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. Commercial Main Entrances on Ground Level

There are a total of three commercial main entry doorways into the South Tower. All of the above main entry doorways are located on Ground Level (Level 00), and all front Elizabeth Street. The main entry doorways are shown in plan in the following (not-to-scale) extract from drawing CSWSMP-MAC-SMS-AT-DRG-DA-300000:



The first main entry doorway consists of a single-leaf hinged doorway. The latch-side clearances on both the internal and external sides of the doorway will not comply with AS1428.1(2009). However, the hinged door will be auto-operated. This will mean that users will not need to manually operate the door themselves.

So, a given user, upon the door leaf automatically opening, could simply pass through the doorway. This, in turn, will mean that the door will not require AS1428.1 latch-side clearances.

The second main entry doorway on Ground Level consists of a set of revolving doors. This set of revolving doors is located immediately adjacent to the first, hinged main entry door.

Revolving doors are not deemed to be accessible under AS1428.1(2009). However, this particular set of revolving doors is located immediately adjacent to the auto-operated hinged door.

Under Figure D3.2 of the DDA Access Code 2010 / BCA, these two doorways can be considered to be one 'entrance'. Because the auto-operated hinged door will be accessible, the entrance, as a whole, will be deemed to be accessible for the purposes of compliance with DDA Access Code 2010 / BCA.

The third main entry doorway on Ground Level consists of a separate set of revolving doors. This entry doorway is located at a distance of approximately 3 metres from the first-mentioned set of revolving doors. This latter set of revolving doors would be classified as a separate entrance.

This latter set of revolving doors would similarly not be considered an accessible entrance under AS1428.1(2009). Even so, the provision of one accessible main entrance out of two entrances is permissible under clause D3.2(2)(a) of the DDA Access Code 2010 / BCA.

In sum, there are, under the DDA Access Code 2010 / BCA, a total of two commercial main entrances on Ground Level. Of those main entrances, one main entrance is deemed to be accessible. This arrangement meets the requirements of the DDA Access Code 2010 / BCA.

3.3. Paths of Travel to Commercial Main Entrances

The provision of a path of travel that complies with AS1428.1(2009) from the allotment boundary at Elizabeth Street to the hinged entry doorway in particular will be required for compliance with the DDA Access Code 2010 / BCA. This is will be required during design development phase.

There are also external main entry stairways along the path of travel to the north main entrance. Each of the above main entry stairways will require compliance with AS1428.1(2009).

Note in particular that, of those main entry stairways, there are external main entry stairways on Ground Level as shown on drawing CSWSMP-MAC-SMS-AT-DRG-DA-300000. For compliance with Figure 26(B) of AS1428.1(2009), the lowermost riser of each of the stairways are required to be recessed 900mm from the building line. This is so as to allow for the

provision of handrail extensions and warning tactile ground surface indicators at the lower landings of those stairways. This will be required during design development phase.

3.4. Retail Main Entrances

There are two separate retail spaces on Lower Ground Level, as shown on drawing CSWSMP-MAC-SMS-AT-DRG-DA-308000 – namely, a western retail space and an eastern retail space. The western retail space fronts both Castlereagh Street and Martin Place. There will be two main entrances into the above space. Not less than one of the above main entrances will be designed to be accessible for compliance with the DDA Access Code 2010 / BCA.

The eastern retail space on Lower Ground Level fronts Martin Place alone. The provision of one accessible main entrance will be addressed internally, and will not be addressed from the metro station entry side.

On Ground Level, there is a single retail space, as shown on drawing CSWSMP-MAC-SMS-AT-DRG-DA-300000. The sole main entrance into the retail space fronts the commercial main entry lobby. The main entrance will be accessible for compliance with the DDA Access Code 2010 / BCA.

Finally, on Mezzanine Level, there is a single retail space, as shown on drawing CSWSMP-MAC-SMS-AT-DRG-DA-306000. The provision of accessible main entrances into the above tenancy for compliance with the DDA Access Code 2010 / BCA will be achievable.

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 table below.

Building Classification(s)	Code	Requirement(s)
Class 5 Class 6 Class 9b	DDA Access Code 2010 / BCA	Handrail to be provided on at least one side of each fire-isolated stairway.
Class 5 Class 6 Class 9b	BCA	Door hardware at each required exit is to be accessible.
Class 5 Class 6 Class 9b	BCA	Minimum levels of contrast at stair nosings required at fire-isolated stairways.

4.2. Fire-Isolated Stairways

Emergency egress from the public areas of Lower Ground Level of the South Tower will be via the building main entrance on that level. Emergency egress from the Ground Level of the South Tower would be via the building main entrances on that level. The remaining back-of-house areas on those levels would be eligible to be exempt from accessibility compliance under clause D3.4 of the DDA Access Code 2010 / BCA.

Emergency egress from mezzanine level and from Levels 01-27 will be via various fire-isolated stairways. Each of the above fire-isolated stairways would be capable of meeting the accessible egress requirements of the BCA.

Recommendation:

- (i) Provide at least one handrail within each fire-isolated stairway during design development stage. (Mandatory)

4.3. Wheelchair Refuges

There are no DTS prescriptions under either the BCA or the DDA Access Code 2010 to facilitate accessible egress in the event of an evacuation for wheelchair users or users with a mobility impairment that are unable to use stairs.

Even so, it would not be impossible for a person with such disabilities to be present in the South Tower over the course of any given day. To aid such users in an evacuation event, there are wheelchair refuge spaces within the fire-isolated stairways on the upper levels of the South Tower – namely, on

Mezzanine Level, and on Levels 01-27. This will allow wheelchair users and people with a mobility impairment a degree of protection in an evacuation event.

Recommendation:

- (i) Where wheelchair refuges are provided, consideration to be given to providing a device for emergency communications adjacent to each refuge space during design development stage. (Advisory)

5. PATHS OF TRAVEL: GENERAL

5.1. Accessibility Requirements

Building Classification(s)	Code	Requirement(s)
Class 5 Class 6 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 6 Class 9b	DDA Access Code 2010 / BCA	Non-fire-isolated stairways require compliance with AS1428.1(2009).

5.2. Lower Ground Level and Ground Level

The current designs for Lower Ground Level and Ground Level will generally incorporate suitable paths of travel for compliance with AS1428.1(2009).

There are two separate public passenger lifts that run between Lower Ground Level and Ground Level, as shown on drawings CSWSMP-MAC-SMS-AT-DRG-DA-300000 and CSWSMP-MAC-SMS-AT-DRG-DA-308000.

During ordinary operations, the passenger lifts will be open to the public for majority of the day. The above passenger lifts will allow for an accessible path of travel between Elizabeth Street and Castlereagh Street. This will be of benefit for people with a disability.

The lift lobbies on both Lower Ground Level and Ground Level for the above passenger lifts will have clearances that exceed the minimum code for wheelchair manoeuvrability. This will be of benefit for both people in wheelchairs and other users in practice.

The base-building designs of the retail tenancies on Lower Ground Level and Ground Level will be capable of accommodating internal accessible paths of travel for compliance with the DDA Access Code 2010 / BCA. The fitouts of the retail spaces are not within the scope of the present base-building works.

5.3. Mezzanine Level and Levels 00-27

There is a common-use commercial passenger lift that runs from Ground Level to Mezzanine Level. There is a suitable path of travel to the passenger lift lobby within the commercial main entry lobby.

The current design for the commercial lobby on the Mezzanine Level and for each of the commercial office tenancies on Levels 01-27 respectively will generally incorporate suitable paths of travel for compliance with AS1428.1(2009).

There will be a continuous accessible path of travel from Level 00 to Mezzanine Level and Levels 01-27 of the South Tower via the passenger lifts for compliance with the DDA Access Code 2010 / BCA.

There is also a common-use external terrace on Level 09 of the South Tower. There will be accessible paths of travel from the lift lobbies to the above terrace for compliance with the DDA Access Code 2010 / BCA.

There will be a retail space on Mezzanine Level, as shown on drawing CSWSMP-MAC-SMS-AT-DRG-DA-306000. The retail space will be capable of accommodating accessible paths of travel for compliance with the DDA Access Code 2010 / BCA. Any retail fitout of that space are not within the scope of the current base-building works.

5.4. Levels 28 and 29

Levels 28 and 29 of the South Tower each consists entirely of plant. As such, both Levels 28 and 29 would be eligible for an exemption from wheelchair access under clause D3.4 of the DDA Access Code 2010 / BCA.

6. PATHS OF TRAVEL: VERTICAL ACCESS

6.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 5 Class 6 Class 9b	DDA Access Code 2010 / BCA	Access is required to and within all areas normally used by the occupants.
Class 5 Class 6 Class 9b	DDA Access Code 2010 / BCA	All passenger lifts require compliance with Part E3.
Class 5 Class 6 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 South 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

There is a pair of escalators that run between the commercial main entry lobby on Ground Level and Mezzanine Level. Under AS1428.1, escalators are not deemed to be an accessible path of travel.

It is noted, however, that the current design incorporates the provision of a passenger lift that serves the same floor levels as the escalators. This will be suitable for compliance with the DDA Access Code 2010 / BCA.

Further, the above escalators are located within close proximity to the passenger lift. This is in line with good accessibility practice.

6.4. Common-Use Stairways

There is a public stairway that runs between Lower Ground Level and Ground Level, as shown on drawings CSWSMP-MAC-SMS-AT-DRG-DA-300000 and CSWSMP-MAC-SMS-AT-DRG-DA-308000. The above stairway will be detailed during design development phase to comply with AS1428.1(2009).

There is a separate common-use stairway that runs between the commercial main entry lobby on Ground Level and Mezzanine Level, as shown on

drawings CSWSMP-MAC-SMS-AT-DRG-DA-300000 and CSWSMP-MAC-SMS-AT-DRG-DA-308000. The above stairway will be detailed during design development phase to comply with AS1428.1(2009).

There is a further base-building, intra-tenancy stairway that runs between Lower Ground Level and Ground Level, as shown on drawings CSWSMP-MAC-SMS-AT-DRG-DA-308000 and CSWSMP-MAC-SMS-AT-DRG-DA-300000. The above stairway will be detailed during design development phase to comply with AS1428.1(2009).

It is additionally noted that each of the above stairways will be located in close proximity to the passenger lifts that serve the same floor levels. This is in line with accessibility best practice.

7. SANITARY FACILITIES

7.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 5	DDA Access Code 2010 / BCA	Access is required to and within all areas normally used by the occupants.
Class 5	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.

7.2. Accessible Toilets

There is one bank of amenities within the lift core on Mezzanine Level, and on each floor level from Level 01 to Level 27 (inclusive). There is one unisex accessible toilet at each of the above banks of toilets. This will meet the minimum quantity of accessible toilets under the DDA Access Code 2010 / BCA for those floor levels.

The paths of travel to each of the above toilets will be designed to meet AS1428.1(2009). The division between the accessible toilets with a left-hand transfer pan and the accessible toilets with a right-hand transfer pan will, for compliance with the DDA Access Code 2010 / BCA, be as even as possible.

7.3. Ambulant Cubicles

There are male and female toilets within the lift core on Mezzanine Level, and on each floor level from Level 01 to Level 27 (inclusive). There is one male and one female ambulant cubicle on each of those floor levels. This will meet the minimum quantity of ambulant cubicles under the DDA Access Code 2010 / BCA for those floor levels.

The paths of travel to each of the above toilets will be designed to meet AS1428.1(2009). Each ambulant cubicle will be detailed to comply with AS1428.1(2009) during design development phase.

7.4. Levels 28 and 29

Levels 28 and 29 each consists entirely of plant. There are no sanitary facilities of any description on either Level 28 or Level 29. On floor levels at which there are no sanitary facilities at all, there is no obligation under the DDA Access Code 2010 / BCA for the provision of accessible or ambulant sanitary facilities.

8. SIGNAGE AND COMMUNICATIONS

8.1. Accessibility Requirements

Building Classification(s)	Code(s)	Requirement(s)
Class 5 Class 6 Class 9b	DDA Access Code 2010 / BCA	Signage to meet clause D3.6

8.2. Signage

Recommendation:

- (i) Signage to be designed to comply with requirements of clause D3.6 of the BCA during design development stage. (Mandatory)
- (ii) Any signage associated with the metro station or other public transport elements of the project will additionally require compliance with the DSAPT 2002 and BCA Part H2. (Mandatory)

8.3. Hearing Augmentation

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

The majority of the South Tower will consist of class 5 offices and class 6 retail, with no class 9b elements. The requirement for hearing augmentation under the DDA Access Code 2010 / BCA is therefore not triggered for those areas.

The office fitouts could conceivably include various class 9b elements. However, the office fitouts are not within the scope of this present assessment.

On the other hand, the metro station will be a class 9b building. The accessibility of the metro station *per se* is, however, not within the scope of this report.