



ROBERTSON + MARKS

SHEPHERDS BAY CONCEPT PLAN

ACCESSIBILITY MASTERPLAN REPORT

Morris Goding Accessibility Consulting

FINAL v4

9 July 2012

Access Review

TABLE OF CONTENTS

1.	INTRODUCTION	3
2.	ACCESSIBILITY STATEMENT	4
2.1.	Objectives	4
2.2.	Standards & Regulations	4
2.3.	Accessibility Process	4
3.	ACCESSIBILITY OF DESIGN	6
3.1.	Block 1	6
3.2.	Block 2	6
3.3.	Block 3	6
3.4.	Block 4	7
3.5.	Block 5	7
3.6.	Block 6	8
3.7.	Block 7	8
3.8.	Block 8	8
3.9.	Block 9	9
3.10.	Block 10	9
3.11.	External Domain	10
3.12.	Plan Showing Blocks	10
4.	CONCLUSION	11

1. INTRODUCTION

The proposed development is for the construction of multi storey residential (class 2) building towers and associated works on land known as Shepherds Bay.

In summary, the proposed scope of works includes:

- * Long term living (class 2) – Blocks 1-10
- * Car Park Facilities (class 7)
- * New roads associated with the development
- * Public Domain works including accessible walkways, associate park lands, public footpaths and public waterfront esplanade
- * Landscaping

2. ACCESSIBILITY STATEMENT

2.1. Objectives

The objectives of the development will consider residents and visitors with varying degrees of disabilities between all floors of all buildings and around and through the site. The objectives attempts to deliver equality, independence and functionality to people with disabilities inclusive of:

1. People with sensory impairment
2. People with mobility impairments
3. People with dexterity impairments

The objective seeks to provide compliance with the DDA. In doing so, attempts to eliminate, as far as possible, discrimination against persons on the ground of disability.

2.2. Standards & Regulations

The statutory & regulatory guidelines to be encompassed in the developed design to ensure effective appropriate and safe use by all people including those with disability will be in accordance with:

- Federal Disability Discrimination Act (DDA)
- DDA Premises Standards 2010
- Building Code of Australia (BCA) Part D3 2012
- AS 1428.1 - 2009
- AS 1428.4 - (Tactile Ground Surface Indicators)
- AS 1735.12 - (Lift facilities for persons with disabilities)
- AS 2890.6 - (Car Parking)
- Ryde Council DCP

2.3. Accessibility Process

The proposed design will utilize the Federal Disability Discrimination Act (DDA), AS 1428 series, and BCA part D3 to develop appropriate design documentation to provide adequate access provisions for people with disabilities.

The proposed redevelopment consists of 48 proposed multi-storey residential buildings, including public domain areas and linkages to existing public transports.

Morris Goding Accessibility Consulting will examine key physical elements, to identify physical barriers, and incorporate solutions as a suitable response to disability statutory regulations.

The design will be developed to ensure the principles of the DDA are upheld. Under the Disability Discrimination Act (DDA), it is unlawful to discriminate against people with

disabilities in the provision of appropriate access, where the approach or access to and within a premises, makes it impossible or unreasonably difficult for people with disabilities to make use of a particular service.

The developed design of the buildings will provide a consistent accessible environment through detailed design and planning of integrated accessible network of paths of travel. This will include the provision of appropriate continuous accessible paths of travel, circulation areas, signage, lighting, seating, handrails, stairs, ramps, lifts, accessible toilet facilities, accessible services and amenities, accessible car parking, accessible pedestrian and transport linkages.

3. ACCESSIBILITY OF DESIGN

3.1. Block 1

From the information provided, Block 1 is bordered by Rothesay Ave, Belmore Street, and Nancarrow Ave. An accessible entrance will need to be achieved from each of the main pedestrian footpath to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

The residential buildings form a U shape around the central courtyard and as such accessible linkages can be made into the courtyard. There will be public access from Rothesay Ave to the central courtyard areas. Access to the foreshore can be achieved from Rothesay Ave.

3.2. Block 2

From the information provided, Block 2 is bordered by Belmore Street, Nancarrow Ave and Constitution Road. An accessible entrance will need to be achieved from each of the main pedestrian footpath to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

The residential buildings form a U shape around the central courtyard and as such accessible linkages can be made into the courtyard. There will be public access from to the central courtyard areas.

Suitable access to Nancarrow Ave and Constitution Road from the central courtyard should be achieved to allow for ease of access for all residents.

3.3. Block 3

From the information provided, Block 3 is bordered by Rothesay Ave, Hamilton Crescent, and Nancarrow Ave.

An accessible entrance will need to be achieved from each of the main pedestrian footpath to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

The residential buildings form a U shape around the central courtyard and as such accessible linkages can be made into the courtyard. There will be public access from Rosthesay Ave to the central courtyard areas. Access to the foreshore can be achieved from Rosthesay Ave.

3.4. Block 4

From the information provided, Block 4 is bordered by Hamilton Crescent, Nancarrow Ave and Constitution Road. An accessible entrance will need to be achieved from each of the main pedestrian footpath to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

The residential buildings form a U shape around the central courtyard and as such accessible linkages can be made into the courtyard.

Suitable access to Nancarrow Ave and Constitution Road from the central courtyard should be achieved to allow for ease of access for all residents.

3.5. Block 5

From the information provided, Block 5 is bordered by Loop Road, Church Street, Pasonage Street and Well Street. An accessible entrance will need to be achieved from the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP. The main entrance should be best positioned on Loop Road to allow ease of access to the foreshore area.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

3.6. Block 6

From the information provided, Block 6 is bordered by Rothesay Ave and Nancarrow Ave.

An accessible entrance will need to be achieved from each of the main pedestrian footpath to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

The residential buildings form a U shape around the central courtyard and as such accessible linkages can be made into the courtyard. There will be public access from Rothesay Ave to the central courtyard areas. Access to the foreshore can be achieved from Rothesay Ave.

3.7. Block 7

From the information provided, Block 7 is located between Nancarrow Ave and Rothesay Ave, adjacent Block 6.

An accessible entrance will need to be achieved from each of the main pedestrian footpath to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

The residential buildings form an L shape around the central courtyard and as such accessible linkages can be made into the courtyard. There will be public access from Rothesay Ave to the central courtyard areas. Access to the foreshore can be achieved from Rothesay Ave.

3.8. Block 8

From the information provided, Block 8 is located between Nancarrow Ave and Constitution Road. An accessible entrance will need to be achieved from each of the main pedestrian footpath to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

The residential buildings form a U shape around the central courtyard and as such accessible linkages can be made into the courtyard.

Suitable access to Nancarrow Ave and Constitution Road from the central courtyard should be achieved to allow for ease of access for all residents.

3.9. Block 9

From the information provided, Block 9 is located on Nancarrow Ave, adjacent Block 7. The site has 2 residential buildings, separated by external areas.

An accessible entrance will need to be achieved from main pedestrian footpath of Nancarrow Ave to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

Suitable access to Rothesay Ave and Nancarrow Ave from the external areas within the site should be achieved to allow for ease of access for all residents.

3.10. Block 10

From the information provided, Block 10 is located between Nancarrow Ave and Constitution Road. An accessible entrance will need to be achieved from each of the main pedestrian footpath to the main entry and the ground floor residential lobby area, compliant with BCA, the DDA Premises Standards and the Council Access DCP.

In addition, the use of passenger lifts within the residential buildings will achieve a level of equitable, dignified and independent linkages from all units on residential floors to any common use facilities associated within the buildings in accordance with the DDA Premises Standards.

It is envisaged that a continuous accessible path of travel can be provided to all residential units, including adaptable units contained within the building. Accessible pathways can also be achieved to adaptable unit car bays, which will be required for each adaptable unit.

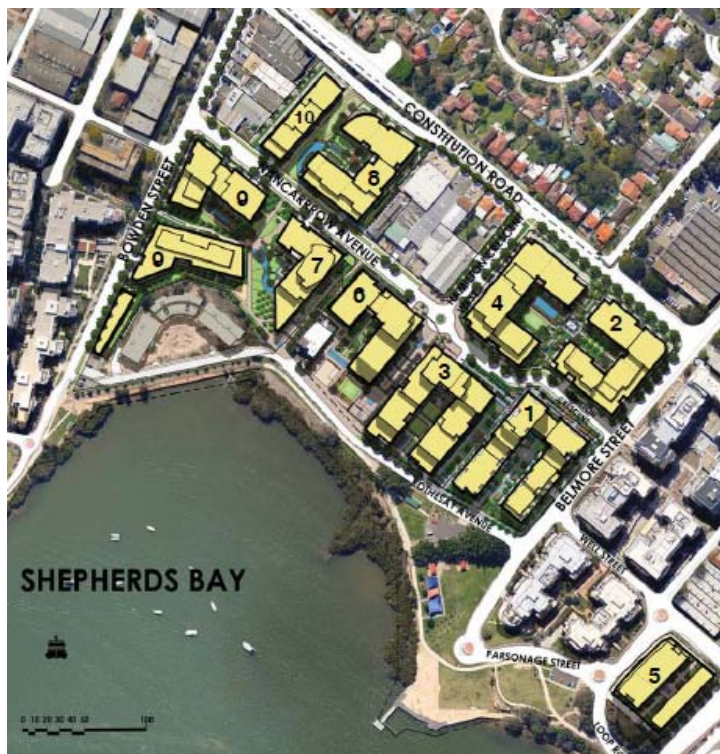
3.11. External Domain

The use of appropriate firm and accessible walkways will need to be achieved to allow for a continuous accessible path of travel/linkage to common use areas (accessible walkways, associate park lands, public footpaths and public waterfront esplanade) as well as other accessible linkages to all primary and secondary walkways to public transport, where possible.

Continuous accessible paths of travel (where possible) will need to be achieved from all residential buildings to the public waterfront esplanade, which runs adjacent to Rothesay Avenue. It is preferred that an accessible path of travel is developed that runs between Nancarrow Ave and Rothesay Ave, that in turns allows appropriate accessibility for residents of the Blocks.

It is noted not all parks will have accessible paths of travel leading to them because of the constraints of the existing steep sloping natural terrain and street layout.

3.12. Plan Showing Blocks



4. CONCLUSION

A review of the concept plan documentation reveals that the proposed building envelopes are capable of complying with the Standards and Regulations cited within Section 2.2 of this report.

Confirmed demonstration of compliance will occur during the detailed application stage for each building, including consideration of public domain areas for each stage.

Recommendations to be provided within DA stage for each building (where relevant):

- Provide 10% adaptable units in accordance with Ryde Council DCP. The adaptable units need to comply with AS4299 Class A.
- Provide 1 adaptable unit car bay for each adaptable unit in accordance with Ryde Council DCP
- Residential common use areas are to comply with DDA Premises Standards