



THAKRAL

CITY ONE @ WYNYARD

CONCEPT PLAN APPLICATION REPORT - ACCESSIBILITY

Morris Goding Accessibility Consulting

FINAL v4

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1. BACKGROUND

1.1. Site Description

The City One site is located between George and York Streets, Sydney. The site has a total site area of 11,463m² and is comprised of the Menzies Hotel (including Shell House), Thakral House, Wynyard Station, part of Wynyard Park, the stratum lot above Wynyard Lane, and a number of stratum lots beneath Transport House, Wynyard Park, Carrington Street, and York Street that together form the Wynyard Station Concourse.

This concept report is limited to the proposed development area located between George Streets and the east of Carrington Street. The area to the west of Carrington Street including Wynyard Park, York Street, Wynyard station concourse levels and the access linkages to these areas from the proposed development will be addressed in a subsequent concept application.

This report has been prepared to address those matters related to accessibility for persons with disabilities based on the concept plan drawings prepared by Hassell Architects.

1.2. Concept Plan

The City One Project for Thakral is now going to Concept Plan Application stage.

The Concept Plan will seek approval for:

- the building envelope (above and below ground);
- a floor space area (FSA) of approximately 85,000m²;
- all land uses;
- pedestrian and vehicle access arrangements;
- potential connections with proposed future Western Express or Metro platforms and the Barangaroo Development;
- development site;
- and car parking numbers.

2. ACCESSIBILITY STATEMENT

2.1. Objectives

The Statement of Commitments considers operational modes and user groups in relation to Wynyard Station, retail areas and commercial floors. The user groups include members of the public, commuters and commercial staff.

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

2.2. Accessibility of Design

The proposed design will utilize the Federal Disability Discrimination Act (DDA), DDA Access Code 2010, AS 1428 Series, DDA Transport Standards and BCA Part D3 to develop appropriate design documentation, to provide adequate access provisions for people with disabilities.

Hassell Architects and 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 design will comply with the requirements of DDA Transport Standards and the DDA Access Code including requirements for accessible buildings and the seamless integration of these within the development compliant with the new AS1428 Suite. The developed design will consider all user groups, the majority being public commuters and staff.

Within the proposed development there are existing and new entrances which will be improved and connected to facilitate pedestrian access and overall connectivity throughout the site.

George Street Station Entrance

The existing George Street entrance will be redesigned as part of the overall development. The new larger entrance will incorporate new escalators, stairs, a passenger lift and

walkways (previously ramps), with the existing non-compliant ramp gradient improved to be compliant with AS1428.1.

Based on a recent survey, the gradient of the existing ramps is 1:16.6. These ramps do not comply with AS1428.1:2009 due to a lack of landings over approximately 80 metres.

The proposal has 2 new walkways, with appropriate 1:20 gradients and level landings, compliant with AS1428.1:2009, which will replace the existing ramps. The walkways will provide appropriate access for people using wheelchairs from the George Street entry up to the Wynyard lane level.

The proposed closure of the central area of Wynyard Lane to vehicular traffic area will revitalise the area and provide a pedestrian linkage from the walkways towards Carrington Street. The pedestrian area of Wynyard Lane will be separated from the roadway leading to car park entry by a 1:12 vehicular ramp and suitable physical barriers to improve safety and assist people with vision impairment.

A new passenger lift facility, compliant with the DDA Access Code will provide an accessible path of travel from the George St level (near Wynyard lane) to the Concourse (B1) and the Hunter Connection arcade levels (B2) below and the new entrance on Carrington Street level above.

The Wynyard Station Concourse level will also be connected with the main George Street entry level by new escalator and stair accesses. A future pedestrian connection underneath Carrington Street will connect the proposed development to the Wynyard station Concourse level.

The existing standard of access will be maintained during demolition and construction.

Carrington Street Commercial Office Entry

The proposed commercial office entry will be from Carrington Street and will have an appropriate wheelchair accessible link to the office lobby, located at mezzanine level, (above Carrington Street) via the use of an existing passenger lift. This lift will have minimum internal dimensions for compliance with AS1735.12 and DDA Transport Standards.

The use of this lift will provide a continuous accessible path of travel from the street entry to the office lobby, reception and 3 lift bank lobbies which service the commercial tower. The circulation areas in front of all passenger lifts will have appropriate manoeuvrability space for wheelchair users, compliant with AS1428.1:2009.

Internal Paths of Travel

In general, the clear widths and gradients of the paths of travel throughout the development will be designed to have appropriate gradients within the means of AS1428.1:2009, traversable by people using wheelchairs or mobility aids.

Should the 1:12 ramp to the south of the pedestrian area of Wynyard Lane be intended as a pedestrian area, this will require review to comply with AS1428.1-2009. This is achievable.

There will be continuous accessible paths of travel between all levels of the commercial, retail, concourse areas, via the proposed passenger lift. Consideration is required to provide another lift adjacent to the second set of escalators from George Street (on western side of Wynyard Lane) to increase the equity of amenity for people with mobility impairment. This is achievable.

Although not shown at this stage, unisex accessible toilets will need to be identified during the design stage in the retail areas. The accessible toilets will need to satisfy the DDA Premises Code and provide internal dimensions compliant with AS1428.1:2009. Ambulant toilet cubicles, compliant with AS1428.1:2009 will also need to be identified for males and females at every bank of toilets where 1 or more toilets (in addition to an accessible facility) are provided to satisfy the DDA Access Code.

There are continuous accessible paths of travel between all commercial floors via the use of passenger lift facilities. The commercial floors have made provisions for a unisex accessible WC on each floor, compliant with DDA Access Code. The overall dimensions of the accessible WC indicate that appropriate circulation areas can be provided, compliant with AS1428.1:2009. Ambulant toilet cubicles, compliant with AS1428.1:2009 will also need to be provided for males and females at every bank of toilets where 1 or more toilets (in addition to an accessible facility) are provided to satisfy the DDA Access Code.

Provision will be made for the later addition of a link from the station concourse level (B1) to the Barangaroo pedestrian tunnel. This link will be designed to comply with AS 1428.1:2009 and DDA Transport Standards.

There appears to be no works proposed below the Rail Concourse level (B1), except for the basement car parks, which are located under the commercial office tower.

There are 4 proposed basement levels (B3-B6) of new car parking underneath the commercial tower. Although not shown at this stage, designated accessible car spaces will need to be provided at a rate of 2% of the total number of car parking spaces provided to satisfy the BCA Part D3 and DDA Access Code.

The dimensions of the accessible car spaces and the required shared spaces must comply with AS2890.6:2009. The access pathways leading to adjacent lift facility must comply with AS1428.1:2009.

2.3. 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 Access to Premises Standards 2010 (DDA Access Code 2010)
- DDA Transport Standards (DSAPT)
- Building Code of Australia (BCA) Part D3
- AS 1428.1:2009

- AS 1428.4.1:2009 - (Tactile Ground Surface Indicators)
- AS 1735.12 - (Lift facilities for persons with disabilities)
- AS 2890.6:2009 - (Car Parking)