



Manly Wharf

## Access Review - Final

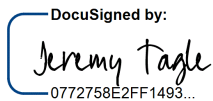
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## 1. Executive Summary

The Access Review Report is a key element in the design development of Manly Wharf, Manly and an appropriate response to the AS1428 series, Building Code of Australia (BCA), DDA Access to Premises Standards (including DDA Access Code) and ultimately the Commonwealth Disability Discrimination Act (DDA).

Morris Goding Accessibility Consulting has prepared the Access Report to provide advice and strategies to maximise reasonable provisions of access for people with disabilities.

The review will ensure that ingress and egress, paths of travel, circulation areas, and sanitary facilities comply with relevant statutory guidelines, and in addition, compliance with a higher level of accessibility and inclusiveness benchmarks set by the project.



## 2. Introduction

### 2.1 Background

Morris Goding Accessibility Consulting has been engaged to provide a design review of Manly Wharf, Manly, NSW 2095.

The proposed development falls the BCA classification:

- Class 6 (retail)

The requirements of the investigation are to:

- Review supplied drawings of the proposed development;
- Provide a report that will analyse the provisions of disability design of the development, and
- Recommend solutions that will ensure the design complies with the Disability Discrimination Act (DDA), Building Code of Australia (BCA), relevant Australian Standards, and enhanced benchmark requirements set by the project.

### 2.2 Objectives

The Report seeks to ensure compliance with statutory requirements and enhanced benchmark requirements set by the project. The Report attempts to deliver equality, independence and functionality to people with a disability inclusive of:

- People with a mobility impairment (ambulant and wheelchair);
- People with a sensory impairment (hearing and vision); and
- People with a dexterity impairment

The Report seeks to provide compliance the Disability Discrimination Act 1992. In doing so, the report attempts to eliminate, as far as possible, discrimination against persons on the ground of disability.

### 2.3 Limitations

This report is limited to the accessibility provisions of the building in general. It does not provide comment on detailed design issues, such as: internals of accessible/ambulant toilet, fit-out, lift specification, slip resistant floor finishes, door schedules, hardware and controls, glazing, luminance contrast, stair nosing, TGSIs, handrail design, signage etc. that will be included in construction documentation.

### 2.4 Accessibility of Design

The proposed design will utilise the Federal Disability Discrimination Act (DDA), Disability (Access to Premises – Buildings) Standards 2010, BCA/DDA Access Code, Universal Design principles, the AS 1428 Series, and other design guidelines, to develop appropriate design documentation, to provide reasonable access provisions for people with disabilities.



The Project Architect and an appropriately qualified accessibility consultant will examine key physical elements during design development stage, to identify physical barriers and incorporate solutions as a suitable response to disability statutory regulations and other project objectives.

The design will be developed to ensure the principles of the DDA are upheld. Under the 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 premise, makes it impossible or unreasonably difficult for people with disabilities to make use of a particular service or amenity.

The design will comply with the requirements of the DDA Access to Premises Standards and include requirements for accessible buildings, linkages and the seamless integration of access provisions compliant with AS1428.1. The developed design will consider all user groups, who include members of the public, visitors and staff members.

## 2.5 Statutory Requirements

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

- Federal Disability Discrimination Act (DDA);
- Disability (Access to Premises – Buildings) Standards 2010;
- Building Code of Australia 2022 (BCA) Part D4, F4, E3;
- AS 1428.1:2009 - (General Requirement of Access);
- AS 1428.4.1:2009 - (Tactile Ground Surface Indicators);
- AS 2890.6:2009 - (Parking for People with Disabilities);
- AS 1735.12:1999 - (Lift Facilities for Persons with Disabilities);
- Manly DCP 2013

Please note that there are also additional advisory standards (not currently referenced by BCA or DDA Premises Standards) as well as other relevant guidelines that will be considered, as relevant to promote equity and dignity in line with over-arching DDA principles and aspirational objectives. These include:

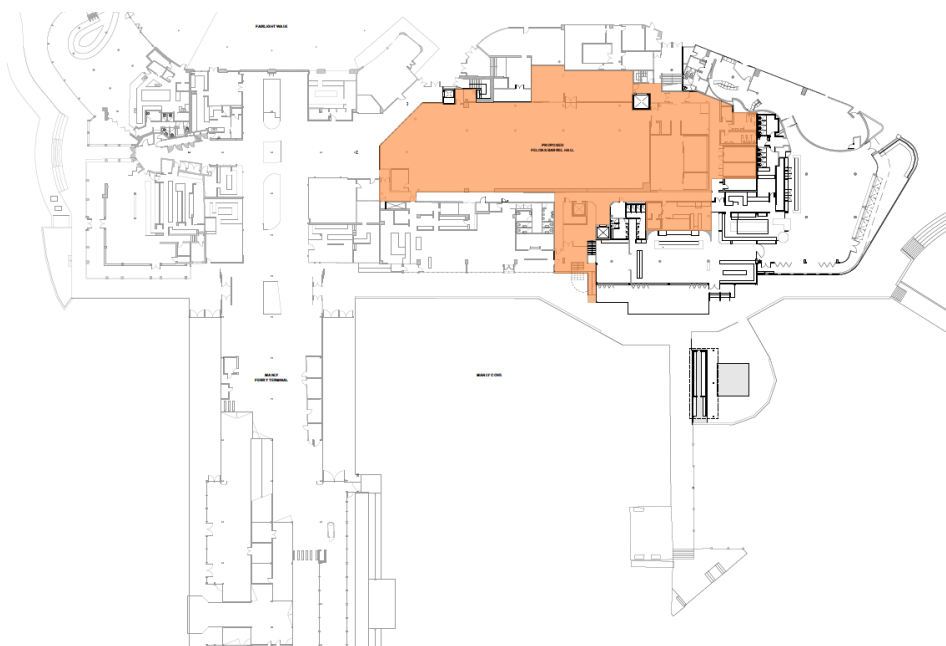
- Universal Design Principles;
- Human Rights Commission (EREOC)
- Advisory Note February 2013 on streetscape, public, outdoor areas, fixtures, fittings and furniture;
- AS1428.2:1992 Enhanced and Additional requirements;
- AS3745:2010 – Planning for Emergencies in Facilities (to assist with design strategies for provision for escape for people with disability that may require assistance)

### 3. Site and Context Analysis

#### 3.1 The Site

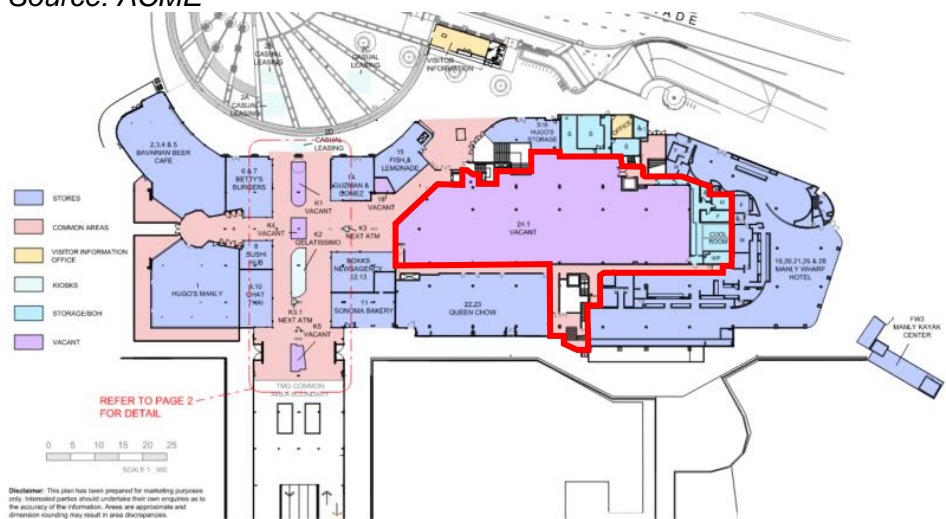
The site is a vacant tenancy identified as tenancy 24.1 (see Figure 2) located within Manly Wharf, East Esplanade, Manly (formally Lot 1 in Deposited Plan 1170245). The site was previously used as an Aldi supermarket until operations ceased in 2022.

The site has an area of 1,429m2 within the Manly Wharf interior. The eastern portion of the site is enveloped by the Manly Wharf Hotel, while its northern section is adjacent to Manly Wharf's service areas (e.g. storage, goods lift and corridors). The western portion of the site served as the primary ingress / egress for the Aldi supermarket tenancy.



**Figure 1** The site

Source: ACME



**Figure 2** Manly Wharf tenancies (subject site outlined in red)

Source: TMG Developments Pty Ltd

### 3.2 Site Context

Manly Wharf features a variety of food and dining venues ranging from cafes, takeaway and casual dining options. Licensed establishments with late night trading hours include the Manly Wharf Hotel, Hugos, The Bavarian and El Camino Cantina.

Manly Wharf is located at the junction of East and West Esplanade, and The Corso leading to Manly Beach. Food and dining establishments line The Corso and the northern side of East Esplanade and extend along North and South Steyne facing Manly Beach. There are a variety of licensed premises with entertainment and late night trading hours that contribute to Manly’s vibrant night time economy. These include 4 Pines Brewpub, Ivanhoe Hotel, New Brighton Hotel and the Hotel Steyne.



**Figure 3 Manly Wharf and surrounds**

Source: SIXmaps





## 4. The Proposal

### 4.1 Summary of Proposed Development

The proposed development seeks alterations to the existing vacant retail tenancy at Manly Wharf for use as a pub and micro-brewery with ancillary dining and live performance. Key features of the proposed development include:

- change of use of vacant supermarket tenancy to a pub and micro-brewery with ancillary dining and live performance;
- demolition of existing external staircase, office spaces, storage spaces, cool rooms, freezers, supermarket staff toilets and basement public toilets and amenities;
- internal fit-out including two bars, ancillary kitchen, small staff office, new toilets and amenities servicing customers and staff;
- new publicly accessible toilets and amenities servicing the rest of Manly Wharf;
- an internal connection to provide controlled, secondary access for patrons who wish to make their way between the new venue and the existing Manly Wharf Hotel;
- installation of micro-brewing equipment;
- internal fit out works including new wall linings, floor coverings, ceilings and acoustic treatments;
- a new vestibule to provide entry to the premises, with direct connections to the waterside wharf promenade, the basement via both lift and stair, and a secondary access link to the existing Manly Wharf Hotel;
- intermittent and occasional weekend markets inside the new venue, four Saturdays a year during daytime trading hours ;
- hours of operation consistent with the Manly Wharf Hotel:
  - o 7am to midnight, Monday to Wednesday and Sunday; and
  - o 7am to 1am, Thursday to Saturday.

A separate liquor license application will seek an extension of the existing Manly Wharf Hotel license to provide for the service of alcohol within the new premises.

### 4.2 Numeric overview

Table 1 below provides a summary of the gross floor area (GFA) of the different spaces that form part of the proposed pub and ancillary uses.

**Table 1 Break down of gross floor areas**

Pub (public area, including toilet amenities)	699m <sup>2</sup>
Micro-brewery space	232m <sup>2</sup>
Kitchen space	123m <sup>2</sup>
Public toilet amenities	106m <sup>2</sup>
Back of house and office space	108m <sup>2</sup>
Ancillary areas (air lock, corridors, storage etc.)	161m <sup>2</sup>
<b>Total</b>	<b>1,429m<sup>2</sup></b>



The development proposes 699m<sup>2</sup> of pub GFA and 232m<sup>2</sup> of light industry replacing the vacant tenancy's previous commercial floor space.

#### 4.3 Description of proposed use

The proposed use is primarily a 'pub'<sup>1</sup>, while the proposed 'microbrewery' can be characterised as 'light industry'<sup>2</sup>.

An intermittent and occasional weekend market<sup>3</sup> is proposed to be held in the new venue, four Saturdays a year. The markets would be held during daytime trading hours and feature goods from independent stall holders.

The proposed use is not characterised as 'artisan food and drink industry'<sup>4</sup>. Although the development will be manufacturing boutique / artisan drink products, there will not be a designated retail area for its sale on site.

The new venue has been designed to be managed and operated by the one management team in conjunction with Manly Wharf Hotel.

A separate liquor licence application will address requirements for the service of alcohol within the new premises.

#### 4.4 Description of proposed building alterations

All proposed building alterations are within the interior of Manly Wharf, except the reconfiguration of an existing external stair and the new main entry to the new venue.

There are no proposed changes to Manly Wharf's existing floor levels, nor its structure below water level.

All building alterations are described in detail below, with respect to the various proposed internal spaces.

##### Demolition

Demolition of:

- all remaining supermarket fittings and fixtures within vacant tenancy;
- partition walls to back of house dry and cold storage spaces;
- site offices;
- supermarket staff toilet amenities;
- basement public toilet amenities;
- entry doors to the previous retail space from the internal wharf concourse;
- external staircase; and

<sup>1</sup> **pub** means licensed premises under the *Liquor Act 2007*, the principal purpose of which is the retail sale of liquor for consumption on the premises, whether or not the premises include hotel or motel accommodation and whether or not food is sold or entertainment is provided on the premises.

<sup>2</sup> **light industry** means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise.

<sup>3</sup> **market** means an open-air area, or an existing building, that is used for the purpose of selling, exposing or offering goods, merchandise or materials for sale by independent stall holders, and includes temporary structures and existing permanent structures used for that purpose on an intermittent or occasional basis.

<sup>4</sup> **artisan food and drink industry** means a building or place the principal purpose of which is the making or manufacture of boutique, artisan or craft food or drink products only. It must also include at least one of the following: (a) a retail area for the sale of products, (b) a restaurant or café, (c) facilities for holding tastings, tours or workshops.



- mechanical plant and equipment located on level 1 outdoor area.

### Pub

Works and alterations include:

- two separate bars at either end of the space, for service of food and beverages;
- new male, female and accessible toilets to service both staff and patrons, behind the eastern end bar;
- new secondary egress doors to the internal wharf concourse, in the location of the existing roller doors that served as the previous supermarket entry point; and
- back of house area for storage.

### Micro-brewery

The proposed micro-brewery is visible from within the proposed pub, and the existing Manly Wharf Hotel. The brewery is within a single space and comprises:

- 144 wooden barrels for ageing beer
- 4 vessel brewhouse hot and cold liquor tanks
- Fermentation tanks
- Cool room
- Processing equipment
- Packaging equipment
- Ancillary plant and equipment.
- Drainage for water management/cleaning

### New entry / vestibule

External works mainly located at the existing building entry adjacent the water-side public promenade, include:

- reconfiguration of the existing stair which provides secondary access to a single tenancy on the first floor;
- reconfiguration of existing steps and ramp to the venue to improve the building entry while maintaining equitable access from the public promenade adjacent the water's edge;
- reconfiguration of existing glazing and entry doors to provide new double door entry to a new internal vestibule space;
- refurbishment of the existing lift to provide patrons access from the basement level directly to the vestibule arrival space;
- new internal vestibule to enhance the arrival experience and assist with the management of patrons entering and existing the premises. This space will have direct lift and stair access from the basement public parking and provide access through to the existing Manly Wharf Hotel.

### Public Toilets

While the existing public toilets in the basement will be demolished, the remaining portion of the existing tenancy which fronts the internal Manly Wharf concourse will be converted into



toilet amenities, accessible to all visitors of Manly Wharf and the general public. Despite this, the frontage will be designed to maintain the active retail edges of the concourse.

#### Back of House and utility spaces

The proposed new use will be serviced by generous back of house areas for staff, office, storage and maintenance and management of the new premises and the wider Manly Wharf. These facilities include:

- kitchen for food preparation and service, including a freezer, cool room and dry store;
- storage areas;
- office space; and
- mechanical plant in existing external plant room.



## 5. General Access Planning Considerations

The Disability Discrimination Act 1992 (DDA) is a legislative law that protects the rights of all people. The Act makes disability discrimination unlawful and promotes equal rights, equal opportunity and equal access for people with disabilities. The Australian Human Right Commission is the governing body who control and enforce DDA compliance.

Nevertheless, building elements that provide insufficient accessible provisions for people with disabilities remain subject to the DDA. The improvement of non-compliant building elements and areas to meet current access requirements will mitigate the risk of a DDA complaint be made against the building owner.

Since the 1st May 2011, the Commonwealth's Disability (Access to Premises – Buildings) Standards 2010 (DDA Premises Standards) apply to all new building works and to affected parts of existing buildings.

The DDA Premises Standards' requirements (DDA Access Code) are mirrored in the access provisions of the BCA. New building work and affected parts must comply with the DDA Premises Standards and AS1428.1-2009 in the same manner as they would comply with the BCA by meeting deemed-to-satisfy provisions or by adopting an alternative solution that achieves the relevant performance requirements.

By utilizing AS 1428 suite of Standards, the overall aim is to provide continuous accessible paths of travel to connect the proposed development to and through public domain areas and between associated accessible buildings in accordance with the DDA Access Code.

MGAC supports the use and consideration of universal design (UD) principles into the design to maximize access for all people. We will assist the design team to incorporate UD principles where possible within the project, while still meeting mandatory compliance requirements.

A UD approach has numerous benefits for the client as an education provider, for businesses within the building, for individual users and for society in general. An inclusive environment that can be accessed, understood and used by as many people as possible, is good business sense, is more sustainable and is socially progressive, in line with the aims of the DAP.

Universal design principles consider the needs of a broad range of people including older people, families with children and pushing prams, people from other cultures and language groups, visitors in transit and people with disability. By considering the diversity of users, the design will embed access into and within it, so that benefits can be maximized, without adding on specialized 'accessible' features that can be costly, visually unappealing and may perpetuate exclusion and potential stigma.

The seven key Universal design principles to consider in the on-going design include:

- Principle 1: Equitable Use
- Principle 2: Flexibility in Use
- Principle 3: Simple and Intuitive Use
- Principle 4: Perceptible Information



- Principle 5: Tolerance for Error
- Principle 6: Low Physical Effort
- Principle 7: Size and Space for Approach and use



## 6. Ingress & Egress

### 6.1 External Linkages

The BCA and DDA Premises Standards contain requirements for site approaches for the use of persons with disabilities. These requirements can be summarised as follows:

- It will be necessary to provide an accessible path of travel from main pedestrian entry points at the site allotment boundary to all building entrances compliant with AS1428.1:2009.
- An accessible path of travel between buildings (or parts of buildings) that are connected by a pedestrian linkage, within the site allotment boundary, compliant with AS1428.1:2009 is also required.
- An accessible path of travel to building entrances (required to be accessible) from associated accessible car-parking bays, compliant with AS1428.1:2009 is required.

#### *Assessment*

MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements.

The proposed alterations include the upgrade of the main entry from the promenade. The main entry consisted off a stair with suitable handrails on both sides compliant with AS1428.1. The stair has an adjacent ramp that has handrails on both sides and suitable provisions for landings compliant with AS1428.1. The stair and ramp have suitable provisions for TGSIs compliant with AS1428.4.1.

From the stair and ramp, there is level access to the main entry doors.

There are no works proposed to the car parking and therefore upgrades of the accessible paths of travel from the car park to the new works are not triggered.

On the basis of the current level of detail all access requirements appear capable of achieving compliance. Further work will be required during design development stage to ensure appropriate outcomes are achieved.

### 6.2 Entrances

The BCA and DDA Premises Standards contain requirements for building entry for the use of persons with disabilities. These requirements can be summarised as follows:

- Access is required through at least 50% of entrances, including the principal pedestrian entrance/s to all buildings or parts of buildings (i.e. when they have a separate function and/or use eg. external retail tenancy). Note it is preferred that all entrances are accessible.
- A non-accessible entry cannot be located more than 50m distance from an accessible entry (for buildings greater than 500m<sup>2</sup>).
- All accessible doors to have 850mm min. clear width opening and suitable door circulation area, compliant with AS1428.1:2009. Note: Manual doors require



lightweight door forces to be operable by people with disabilities (20N max.). We recommend that main entrances include automated sliding doors to be used where possible.

- An accessible path of travel e.g. ramp or lift needs to be provided adjacent (or in reasonable proximity) to any stair access. Note: providing choice of access route directly adjacent so that people can start and finish in the same location/travel similar route promotes inclusion and UD principles.

### *Assessment*

MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements.

The main entry consists of two pairs of hinged doors. The entry doors show suitable 850mm clear width at all door leaves and appropriate door circulation compliant with AS1428.1.

On the basis of the current level of detail all access requirements appear capable of achieving compliance. Further work will be required during design development stage to ensure appropriate outcomes are achieved.

### **6.3 Emergency Egress**

BCA 2022 Part D3D22 has requirements for all fire-isolated egress stairs from areas required to be accessible (not communication stairs) to include at least one continuous handrail designed to be compliant with AS1428.1 Clause 12.

Where fire-isolated egress stairs will also be used for communication stair purposes between levels, they should be designed to meet AS1428.1:2009. Confirmation is required on the likely use of certain stairs for this purpose.

There is currently no mandatory requirement within BCA or DDA Premises Standards for provision of independent accessible egress for people with a disability in accordance AS1428.1 and this remains an important DDA issue. Consideration of an accessible egress strategy with emergency evacuation plan will be needed as a minimum starting point.





## 7. Paths of Travel

### 7.1 Circulation Areas

The BCA and DDA Premises Standards contain requirements for circulation areas for the use of persons with disabilities. These requirements can be summarised as follows:

- Wheelchair passing bays (1800mm width x 2000 length) are also required when a direct line of sight is not available and are to be provided at 20m max. intervals along access-ways.
- Turning spaces (at least 1540mm W x 2070mm L) are required within 2m of every corridor end and at 20m.max intervals along all access-ways. This is needed for wheelchairs to make a 180 degree turn, compliant with AS1428.1:2009.
- All common-use doors (i.e. not excluded under Part D4D5) to have 850mm min. clear width opening (each active door leaf) and suitable door circulation area, compliant with AS1428.1:2009.
- All common-use corridors and accessible paths of travel to be at least 1000mm min. width when travelling in linear direction. Note: Increased clear width paths of travel required for doorway circulation, turning areas etc.

#### *Assessment*

MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements.

All paths of travel throughout the proposed development show appropriate min. 1000mm clear width and increased circulation at turns compliant with AS1428.1. Turning spaces and passing spaces are shown at all necessary location in accordance with BCA Part D4 and AS1428.1.

On the basis of the current level of detail all access requirements appear capable of achieving compliance. Further work will be required during design development stage to ensure appropriate outcomes are achieved.

### 7.2 Passenger Lifts

The BCA and DDA Premises Standards contain requirements for passenger lifts and circulation areas for the use of persons with disabilities. These requirements can be summarised as follows:

- Passenger lifts to have min. internal size at floor of 1400mm width x 1600mm depth, compliant with BCA 2022 Part E3D7, E3D8, DDA Access Code and AS1735.12.
- All lift lobbies and main corridors on each level to have 1800mm min. clear width to allow two wheelchairs ability to space pass each other.

#### *Assessment*

MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements.



The existing passenger lifts provide access to the proposed development from the car park. There are no works proposed to the existing passenger lifts and therefore accessible upgrade to the lifts are not required.

On the basis of the current level of detail all access requirements appear capable of achieving compliance. Further work will be required during design development stage to ensure appropriate outcomes are achieved.

### **7.3 Stairs & Ramps**

The BCA and DDA Premises Standards contain requirements for stairs and ramps for the use of persons with disabilities. These requirements can be summarised as follows:

- Ramps are to have maximum 1:14 gradient with landings at no more than 9 metre intervals
- Ramps are to have handrails on both sides with minimum 1 metre clearance in accordance with AS1428.1
- Landings are to have 1200mm length with 1500mm length at 90 degree turns
- Stairs are to have handrails on both sides in accordance with AS1428.1
- Stairs and ramps are to be offset to ensure no encroachment of handrail extensions into from transverse path of travel at top and bottom of stair/ramp

#### *Assessment*

MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements.

The entry stair and ramp were previously reviewed in Section 7.1 – External Linkages of this report.

A new stair is proposed at the promenade entry linking the ground floor to level 1. The stair has handrails on both sides compliant with AS1428.1 and provisions for TGSIs compliant with AS1428.4.1.

There is a ramp connecting the back of house to the stage level. The ramp has suitable clear width, handrails and landings to comply with AS1428.1. The ramp has suitable provision for TGSIs compliant with AS1428.4.1.

On the basis of the current level of detail all access requirements appear capable of achieving compliance. Further work will be required during design development stage to ensure appropriate outcomes are achieved.



## 8. Facilities & Amenities

### 8.1 Sanitary Facilities

The BCA and DDA Premises Standards contain requirements for sanitary facilities suitable for the use of persons with disabilities. These requirements can be summarised as follows:

- For Class 6: Provide at least 1 unisex accessible toilet, adjacent to every bank of toilets (where provided) on each storey, compliant with AS1428.1 under DDA Access Code part F2.4(BCA 2022 F4D5, F4D6, F4D7). If more than 1 toilet bank provided on each level, accessible toilet is required at 50% min. of toilet banks at each level.
- An even number of left hand (LH) and right hand (RH) transfer WC pans (accessible toilets) is required within the building. Alternating LH/RH layouts on each subsequent level is the most appropriate and inclusive approach.
- Accessible WC requires 2300mm x 1900mm around the pan with the basin to sit outside this area in accordance with AS1428.1.
- An ambulant cubicle is required within every standard toilet bank adjacent to an accessible toilet under DDA Access Code Part F2.4 (BCA 2022 F4D5, F4D6, F4D7) compliant with AS1428.1:2009.

#### Assessment

MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements.

A new bank of ground floor male and female toilets is proposed at the western end of the hall. An Accessible WC is provided adjacent the male and female toilets. The circulation areas of pan and basin are in accordance with AS1428.1. The male and female toilets have ambulant cubicles with appropriate circulation clear of the door compliant with AS1428.1.

A new bank of public male, female and accessible toilets is proposed at the western end of the development, accessed from the ferry terminal. The circulation areas of the pan and basin in the accessible toilet are in accordance with AS1428.1. The male and female toilets have ambulant cubicles with appropriate circulation clear of the door compliant with AS1428.1.

There is an existing bank of male and female toilets on level 1. An ambulant cubicle has been provided within the male and female toilets in accordance with AS1428.1. There is an accessible WC adjacent these toilets with functional circulation areas. The fixtures and fittings will need to be upgraded to achieve compliance with AS1428.1.

A new bank of ground floor male and female toilets is proposed at the eastern end of level 1. An Accessible WC is provided adjacent the male and female toilets. The circulation areas of pan and basin are in accordance with AS1428.1. The male and female toilets have ambulant cubicles with appropriate circulation clear of the door compliant with AS1428.1.

On the basis of the current level of detail all access requirements appear capable of achieving compliance. Further work will be required during design development stage to ensure appropriate outcomes are achieved.



## 8.2 Car Parking

The BCA and DDA Premises Standards contain requirements for parking which are applicable to this project. These requirements can be summarised as follows:

- Class 6 retail development: Provide 1 accessible car bay for every 50 car bays or part thereof, compliant with AS2890.6.
- Accessible car bays require 2.4 metre with 2.4 metre shared area.
- All accessible car bays to be located near relevant lifts and/or associated building entry points to minimise distance to relevant lift and ensure accessible path of travel between these areas.
- Ensure 2.5m min. height clearance, compliant with AS2890.6 fig 2.7 over accessible car bays with 2.2 m min. vertical clearance leading to the accessible and adaptable unit car bays (Note: consideration for 2.3 or 2.4m min. height preferred for higher vans/adapted vehicles is recommended as good practice).

### *Assessment*

MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements.

It is noted that 2 accessible car bays are located within the existing car park.

There are no works proposed to the car parking spaces and therefore no accessible car parking provisions are triggered.



## 9. Conclusion

MGAC has assessed the scheme for Manly Wharf. The proposed drawings indicate that accessibility requirements, pertaining to external site linkages, building access, common area access, sanitary facilities and parking can be readily achieved. It is advised that MGAC will work with the project team as the scheme progresses to ensure appropriate outcomes are achieved in building design and external domain design.