



A Bureau Veritas Group Company

Accessibility Design Statement

Prepared for: Redland Investment Corporation c/- Codicote
Job No: 220205
Date: 07th March 2022
Phase: Stage 3A
Revision: 1

**PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL**

Approval no: DEV2022/1279

Date: 05/12/2022



Queensland
Government

1. Introduction

Redland Investment Corporation engaged the services of McKenzie Group Consulting as Accessibility and DDA consultants to provide Accessibility Consulting Services in respect of the project documentation to ensure that functional and appropriate accessibility measures have been applied to the design.

2. Project Description

The proposed Weinam Creek redevelopment project in Redland Bay will feature the following:

- Increased parking/less traffic congestion;
- Rejuvenated parks and pathways;
- Activated foreshore with family friendly areas;
- New boating facilities;
- Restaurant, grocery, retail and medical precinct; and
- Water play area.

It is recognised that the brief covers two specific elements being:

- i. Stage 3A – Formation of new civil infrastructure works and alteration / upgrade of existing infrastructure on Hamilton Street between Weinam and Banana Street; and
- ii. Stage 3B – 3D – Formation of new civil infrastructure works and associated.

For the purpose of this report, assessment is limited to the Stage 3A component only.

3. Legislative Requirements

The legislative requirements for this project comprises predominantly Federal legislation.

Federal

The Disability Discrimination Act (DDA - 1992) is Federal Government legislation enacted in 1993 that seeks to ensure all infrastructure, building refurbishments, services and transport projects provide functional and equitable accessibility. The DDA is a complaints-based legislation, which is administered by the Australian Human Rights Commission (AHRC). For any built environment the key requirement of the DDA is to ensure functionality, equality and dignity of people with disabilities, their companions, family and care givers.

The DDA utilises statutory instruments known as Disability Standards to provide detailed requirements. The Disability Standards are: Disability (Access to Premises – Buildings) Standards 2010, Disability Standards for Education 2005 and the Disability Standards for Accessible Public Transport 2002. These Disability Standards draw extensively on technical provisions in the AS 1428 series details technical requirements related to design for access and mobility.

The Disability Standard for Accessible Public Transport (DSAPT 2002 – 2010 Amendment) is federal legislation to seeks to eliminate discrimination, 'as far as possible', against people with disabilities. as a service covered by the Disability Discrimination Act 1992.

Application of legislation to this development

By virtue of much of the works comprising public realm upgrade works our assessment and commentary has broadly been in line with the requirements of the DDA. The intent of the project against the DDA is to improve the existing provision and improve the functionality, equality and dignity of visitors with disabilities, their companions, families and care givers in and around the Park. In our commentary to date the AS1428 suite of Standards have been utilised as the benchmark of the design.

To the bus stops, compliance with DSAPT is required to be achieved in accordance with the timelines the Standard seeks.

4. Design Documentation Review

4.1. Documentation Reviewed

The report has been prepared based on a review of the following documentation:

Drawing Nr.	Revision	Title
Calibre Group		
1310	2	Overall Layout Plan Sheet 1 of 2
1311	2	Overall Layout Plan Sheet 2 of 2
O2LA		
CD010	1	Legend
CD011	1	Material and Finishes Schedules – Sheet 01
CD012	1	Material and Finishes Schedules – Sheet 02
CD013	1	Material and Finishes Schedules – Sheet 03
CD014	1	Material and Finishes Schedules – Sheet 04
CD015	1	Material and Finishes Schedules – Sheet 05
CD301	1	Landscape Plan – Levels and Grading
CD501	1	Landscape Plan – Park Finishes
CD701	1	Landscape Plan – Streetscape 1
CD702	1	Landscape Plan – Streetscape 2
CD703	1	Landscape Plan – Streetscape 3
CD704	1	Landscape Plan – Streetscape 4

A marked-up drawing of the streetscape is attached in Appendix A.

4.2. Documentation Excluded

The following documentation packages have not been provided / were available for review as part of this assessment:

- Kerb Ramp Detailed Design to streetscape works;
- Tactile Ground Surface Indicator (TGSi) Specifications to streetscape works – park finishes only detailed;
- Bus Stop Provision.

It is anticipated that detailed documentation in construction phase can ensure compliance is achieved.

Future review of these packages may incur additional fees as per our Consultancy Agreement.

5. Performance Solutions/Accepted Departures

The following departures have been accepted as design departures and require consideration by management in how they operate the facility:

Item	DSAPT Clause	Relevant Performance Requirements	Description
1	18	The style and dimensions of tactile ground surface indicators to the Bus Stops must comply with AS1428.4 (1992).	It is proposed for the design to meet the most recent revision of the Australian Standard relating to tactile ground surface indicator design, AS 1428.4.1 2009, in lieu of the older revision referenced in DSAPT.

6. Compliance Summary

McKenzie Group Consulting has completed a review of the project documentation to evaluate the compliance and functionality of the project relative to the access provisions of the BCA, BCA referenced standards, the DDA and Disability Standards.

Specific reference is made to the following;

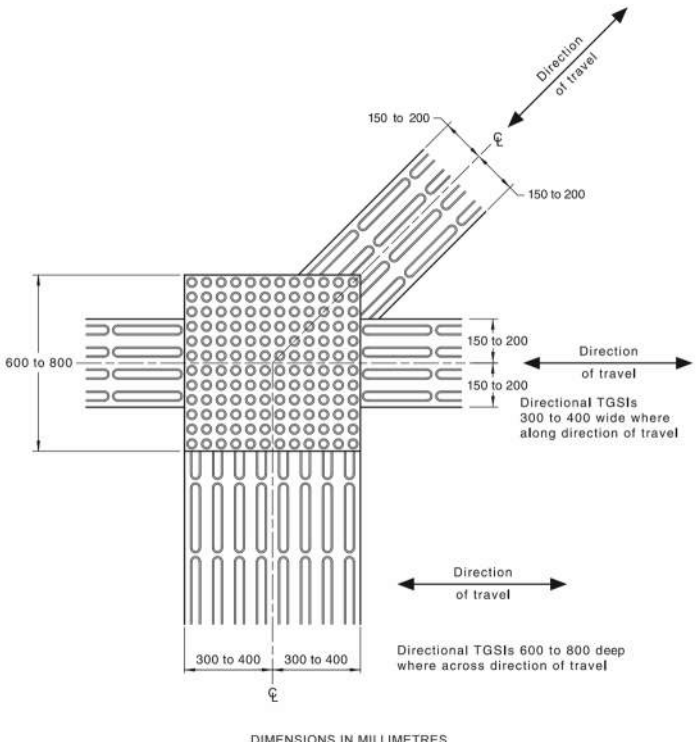
- Disability Standards for Accessible Public Transport 2002
- Australian Standards including:
 - AS1428.1 2009 Part 1: General Requirements for access – new building work.
 - AS1428.2 1992 Part 2: Enhanced and additional requirements – Buildings and facilities.
 - AS1428.4.1 2009 Part 4.1: Means to assist the orientation of people with vision impairment – TGSIs.

7. Design Review Findings/Conditions

7.1. BCA Compliance (State legislation)

BCA compliance relates to the access provisions in the BCA including parts D3, E3.6, F2.4 and H1 & H2, together with BCA referenced standards. The design review identified the following items requiring rectification and/or clarification:

Item	Element	Item for Review
1.	<u>Footpaths</u>	<p>It is recognised that the design seeks to comprise both the formation of new paths and the improvement of existing path provision, with the intent that a consistent path of accessible circulation is provided to the wider Weinam Creek precinct.</p> <p>As design progresses, consideration regarding footpath widths and kerb ramp positioning is to be had to recognising the proposed dual usage as a pedestrian and bicycle path.</p> <p>It is recognised that the design is further progressed to the proposed park formation to Banana Street North, including detailed connectivity / continuation of the Moreton Bay Cycleway.</p>
2.	<u>TGSIs</u>	<p>TGSIs are required to be installed in accordance with AS1428.4.1, to the top and bottom of every kerb ramp, bus stop and external areas should the pedestrian walkway is at grade with the roadway.</p> <p>It is recognised that the design is further progressed to the proposed park formation to Banana Street North, including detailed connectivity / continuation of the Moreton Bay Cycleway. With detailing of wayfinding TGSIs connecting the proposed mixed-use development and adjacent Neville Stafford Park. Initial indication would indicate that the proposed specifications can achieve the requisite luminance contrast.</p> <p>As part of final detailing, ensure the wayfinding TGSIs are in line with the requirements of AS 1428.4.1 2009, noting the current design does not detail the warning pad denoting a change in direction refer Fig.3.2 below).</p>

Item	Element	Item for Review
		 <p style="text-align: center;">DIMENSIONS IN MILLIMETRES</p> <p style="text-align: center;">FIGURE 3.2 INSTALLATION OF TGSIs DENOTING A CHANGE OF DIRECTION</p> <p>Further clarification as to the proposed streetscape design is to be confirmed as the design progresses.</p>
3.	<u>Bus stops</u>	Bus stop design is to comply with the requirements of DSAPT and AS 1428.4.1 2009 as required. Refer to attached plan mark-up.
4.	<u>Furniture & Fixtures</u>	Future fit-out/design of fixtures, furniture and fittings should consider accessible requirements in accordance with AS1428.2.
5.	<u>Lighting</u>	It is recommended that the lighting design is clarified to confirm lux levels. Many people require better artificial lighting than is normally provided. This applies particularly to older people and to all people with impaired sight. Additionally, for people with impaired hearing, a level of illumination of not less than 150 lx, without glare, is needed to allow for lip reading.

8. Statement

As members of the Association of Consultants in Access Australia (ACAA), McKenzie Group Consulting use expert accessibility knowledge to ensure the project design documentation meets the spirit and intent of the Disability Discrimination Act (DDA), within the project scope.

McKenzie Group Consulting has completed a review of the project documentation to evaluate the functionality of the project relative to the access provisions of the BCA, BCA referenced standards, the DDA and Disability Standards.

Subject to addressing the actions identified above, McKenzie Group Consulting confirm that the project documentation provides appropriate accessibility generally in accordance with the BCA & Disability (Access to Premises – Buildings) Standards 2010 and the spirit and intent of the DDA.

Assessed by:	Approved by:
 Senan Mescall Senior Associate McKenzie Group Consulting (Qld) Pty Ltd ACN 140 159 486	 Kellie Millar Senior Access Consultant Accredited Member - ACAA Membership No 209 McKenzie Group Consulting (Qld) Pty Ltd ACN 140 159 486

Document Disclaimer – McKenzie Group Consulting

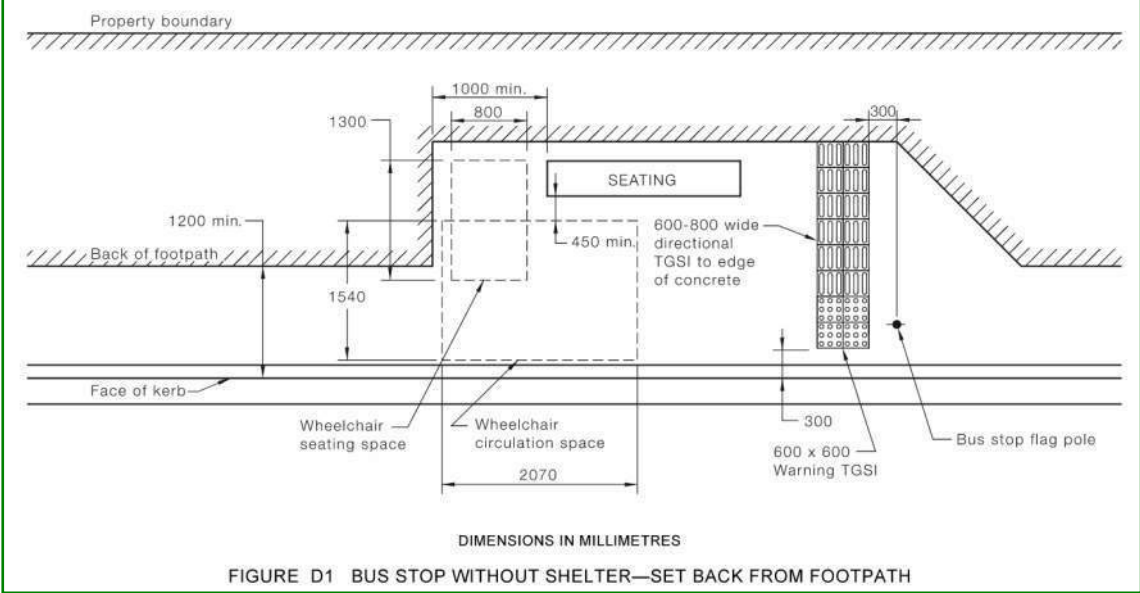
This document has been prepared solely for the use of our client in accordance with our current professional standards and as per our agreement for providing compliance consulting services. Although all due care has been taken in the preparation of this document, no warranty is given, nor liability accepted (except that required by law) in relation to the information contained within this document. This document represents the opinions of McKenzie Group Consulting based on the facts and matters known at the time of preparation of this document. Opinions, judgments and recommendations detailed in this document, which are based on our understanding and interpretation of current statutory and regulatory obligations and standards should not be construed as legal opinions.

APPENDIX A – DRAWING MARK-UP

DSAPT Requirement - Bus Stop Layout

Ensure as the design develops compliant bus stop layout is provided in accordance with AS 1428.4.1 2009 (required layout below and opposite with a bus shelter) - recognising the proposed departure from DSAPT with the design complying with current Standards in lieu of AS 1428.4 1992.

Further assessment required as to footpath width to the southern side of Hamilton Street, recognising the existing stop comprises a shelter, with a 1200mm clear path width required.



- PROPOSED BARRIER KERB & CHANNEL TYPE 'B1'
- PROPOSED BARRIER KERB & CHANNEL TYPE 'B2'
- PROPOSED CONCRETE SLEEPER RETAINING WALL
- PROPOSED LOT EARTHWORKS BATTER
- DESIGN SURFACE CONTOUR (0.5m INTERVALS)
- EXISTING SURFACE CONTOUR (0.5m INTERVALS)
- PROPOSED STORMWATER DRAINAGE
- PROPOSED DRAIN FLOW DIRECTION
- PROPOSED ROOFWATER DRAINAGE
- PROPOSED SEWERAGE RETICULATION
- PROPOSED WATER RETICULATION
- EXISTING STORMWATER DRAINAGE
- EXISTING SEWERAGE RETICULATION
- EXISTING WATER RETICULATION
- EXISTING UNDERGROUND TELECOMMUNICATION
- EXISTING EDGE OF BITUMEN
- PROPOSED ASPHALT SURFACING
- PROPOSED 1.5m CONCRETE FOOTPATH.
- PROPOSED 2.5m CONCRETE FOOTPATH.
- PROPOSED 3.0m CONCRETE FOOTPATH.
- PROPOSED CROSSOVER AND DRIVEWAYS
- PROPOSED KERB RAMP

DDA Recommendation - Pedestrian Crossing

AS 1428.4.1 seeks for provision of TGSi's at vehicular crossings. Clarification required as to whether the proposed commercial crossings will be provided accordingly.

NOTES:

NOTWITHSTANDING THAT EXISTING SERVICES MAY OR MAY NOT BE SHOWN ON THE JOB DRAWINGS, NO RESPONSIBILITY IS TAKEN BY THE SUPERINTENDENT OR THE PRINCIPAL FOR THIS INFORMATION WHICH HAS BEEN SUPPLIED BY OTHERS. THE DETAILS ARE PROVIDED FOR INFORMATION ONLY. THE CONTRACTOR SHALL ASCERTAIN THE POSITION OF ANY UNDERGROUND SERVICES IN THIS AREA AND SHALL BE RESPONSIBLE FOR MAKING GOOD ANY DAMAGE THERETO.

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV2022/1279

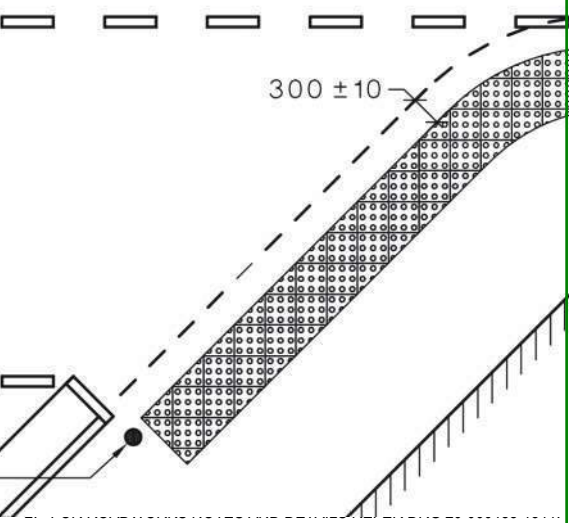
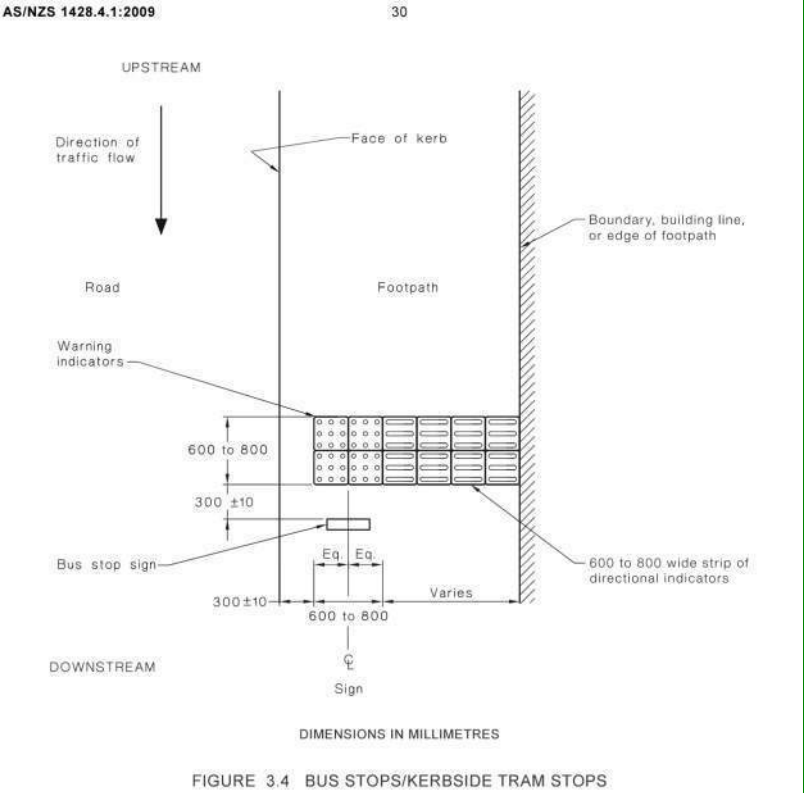
Date: 05/12/2022



DDA Recommendation - Pedestrian Crossing

AS 1428.4.1 seeks for orientation of TGSi's to align with the direction of travel (extract of Figure C9(C) above). As the design develops allow for TGSi layout to provide clarity as to direction of crossing in alignment with the arrow detailed from the western side recognising the curvature of the footpath.

Additionally allow for the design to detail kerb ramps to the crossing in accordance with AS 1428.1 2009 and Redland City Council / TMR robust details.



REVISION	DATE	ISSUE DETAILS	DRAWN	DESIGN	STATUS	SCALE	PROJECT	DRAWING TITLE
1	05.02.21	ISSUED FOR APPROVAL	RT	BB	ISSUED FOR APPROVAL	1:250	WEINAM CREEK PDA PRECINCT 3A	ROADWORKS LAYOUT PLAN SHEET 1 OF 2
2	23.02.22	ISSUED FOR APPROVAL	RT	CH		1:500		
			DESIGN	APPROVED	JOHN HARRISON	RPEQ 5023		
			CH					
			FOR & ON BEHALF OF CALIBRE PROFESSIONAL SERVICES PTY LTD					
			REDLAND INVESTMENT CORPORATION					
			calibre					
			calibreprofessional.com					
			DISCLAIMER ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION. USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.					
			PROJECT No. 20-000488					
			DRAWING No. 1310					
			REVISION 2					