

Sydney Olympic Park Masterplan 2030 review 2016

This submission is made on behalf of the members of the Sydney Olympic Park Access Committee.

The Access Committee has formulated a range of comments following a review of the public exhibition documents, attending consultation meetings and receiving briefings from staff.

The key areas of interest for the Access Committee include;

- Planning Principles
- Public Domain Accessibility
- Parking, Transport and Mobility
- Built Form
- Technical requirements that support the provision of inclusive access and participation of people with disabilities and older people to live, work, play and entertainment opportunities within Sydney Olympic Park.

The Masterplan document fails to recognise as one of the major Olympic legacies (3.2.1) the requirement for all aspects of the built environment to be fully accessible. Best practice (universal design) rather than minimum standards was essential in all Olympic venue designs and this principal has continued until the present time. The SOP site is recognised as a leading venue in the provision of accessible design and attendance at events and use of accessible transport and all venues by people with a disability or who are older, is testimony to this.

Planning Principles

While section 4.6.9 and 4.7 make reference to various technical requirements for the provision of accessible built environments it is our views that the Planning Principles articulated in Section 3 of the Masterplan fail to embrace the concept of *inclusive access and participation* of people with disabilities and older people as enunciated by the objectives of the Sydney Olympic Park Authority Act, Disability Discrimination Act and the NSW Disability Inclusion Act.

In our opinion the planning principles are important foundation statements which set forth a process towards Design Excellence and hopefully inclusive access.

However, in review the Plan it is evident that no such statement exists within the Planning Principles that enable and support the technical requirements, within the minor exception of a reference of a single dot point in section 3.11 regarding neighbourhood and community life.

Consequently the Access Committee recommends a statement that embraces and requires inclusive access for people with disabilities be included more prominently within the Planning Principles introduction in Section 3.1, which is reinforced within sections; 3.5 Public Domain, 3.6 Landscape, 3.7 Access and Transport, 3.8 Built Form, 3.9 Major Event Capability and 3.10 New Facilities and Local Infrastructure.

We strongly recommend the opinion of the users of SOP, who have a disability or who are older be sought prior to the approval of new work. It would be a backward step to lose the valuable input of the access committee.

Sustainability

It is noted that Section 4.2 embraces ESD but excludes socially sustainable aspects of Green Star and other rating systems.

The Access Committee recommends the inclusion of socially sustainable objectives within this Section to clearly communicate the commitment of a fully sustainable policy based upon social, ecological and economic imperatives.

Design Excellence

It is noted that Section 4.6.10 seeks to articulate Design Excellence with reference to functionality, aesthetics and sustainability as subtext to a photo image.

While these objectives are important the Access Committee recommends they should be upgraded to the body of the controls and expanded to include “inclusive access” which also requires a definition for the purpose of this Masterplan.

Public Domain – Footpaths and the Pedestrian Environment

The Access Committee supports the Masterplan objectives regarding pedestrian access and mobility expressed in Section 4.3. However, there are other matters relating to the public domain that should be included within Sections 3.5, 3.6, 3.7 and 3.10 to establish the Principles.

The Access Committee recommends the following additions;

- That development sites require permeable pedestrian access that is public and universally accessible to all people, including people with disabilities.
- That universal access requires the same access path for all which may translate into publicly accessible lifts where there are significant changes in grade.
- The provision of pedestrian designated accessways over and under high traffic transport corridors.

Parking, Transport & Mobility

A second element of major concern is transport to the Park and mobility within the Park, which is exacerbated issue for people with mobility limitations.

While this issue is not confined to people with disabilities is exacerbated to the extent where it makes the defining difference as to whether people with disabilities can visit, work, reside and co-exist with the general community within Sydney Olympic Park.

For these reasons the Access Committee considers the concept of “access enabled transport and mobility” to be of the highest order importance.

The Masterplan says very little about accessible parking except how to design an accessible parking space to the bare minimum requirements and nothing that engenders “inclusive access” that enables equal participation by people with disabilities.

To enable the inclusive access and participation of people with disabilities the provision of parking requires;

- The current rate of 1% to 2% of parking spaces within off-street parking in retail/commercial/public building to be increased to 3% to 5% pending building use.
- That on-street parking shall include at least a similar proportion of 3% to 5% to be accessible, which is consistent with the rate of Mobility Parking Permits issued in NSW.

- That visitor parking spaces within residential development shall include a minimum of 3% of visitor spaces be accessible.
- That accessible Park N Ride car parking is established throughout Sydney Olympic Park which includes an accessible shuttle bus that is available on a hail N ride or call N ride in less trafficked areas of the Park.
- Proposed shuttle buses should be low floor vehicles of small to medium size to establish quicker travel and response times across the Park and wherever possible travel on dedicated busways.
- That publicly accessible pay car parks shall provide ticketless parking with the introduction of Licence Plate Recognition systems similar to E-tag payments on motorways.
- That event parking includes an arrangement to increase the number of accessible parking where the event may attract an above average number of people with disabilities and older people.
- That pre-paid / pre-booked parking systems enable people with disabilities to reserve an accessible parking to ensure their journey to Sydney Olympic Park does not become a complete disappointment through the inability to park their car and exit from their vehicle.
- That traffic marshals, security personnel and rangers are trained and educated to understand the critical importance of accessible parking to people with disabilities.
- That accessible parking and mobility throughout the Park is widely advertised.

Built Form

While Section 4.6.9 *Accessibility* of the Masterplan provides a sound basis for articulating the technical requirements for access generally, the specifics concerning residential development represent a **reduction** or at least a conflict in current requirements for access, livability and adaptability, ***which is not supported by the Access Committee***.

The current Accessibility Guideline requires 100% of apartments to provide visitable access within the meaning of AS4299 and 10% to be adaptable to Class C requirements of AS4299 whereas;

- Point 2. of 4.6.9 specifies 30% of ground floor apartments shall be visitable.
- Section 4.6.17 merely requires compliance with SEPP 65 which specifies 20% at a reduced degree of access by way of reference to a voluntary set of guidelines titled Livable Housing Design Guidelines.
- Section 4.6.17 fails to even mention access, adaptable and livable design requirements which is an abject failure in planning to exclude approximately to 25% of the population needs.
- Section 4.7 Parking – while item 5 includes design requirements Tables 4.10 and 4.11 have no requirements whatsoever regarding proportional rates for accessible parking. Please refer to the section above for more definitive recommendations to remove the flaw in the Masterplan.

To the best available knowledge of the Access Committee there is no evidence to suggest past projects have had any difficulty in designing apartments to comply with the current Access Guidelines and consequently the Access Committee requests the current provisions be re-instated within the Masterplan.

Furthermore, where there are ground floor apartments it is the opinion of the Access Committee that they designs shall be accessible to comply with AS1428.1 to enable immediate classification for SOHO uses and where appropriate retail/commercial uses.

Section 4.4 Event Access and Closures

To ensure that daily access paths are maintained during events and that temporary structures and systems enable the inclusive participation of people with disabilities the Access Committee recommends that the principles and controls in Section 4.4 clearly establish appropriate provisions to include people with disabilities, which is reinforced by requiring Event Operators to comply with the Access Guidelines.

On-behalf of the Access Committee.

A handwritten signature in blue ink, appearing to read 'MRelf', is positioned above the printed name.

Mark Relf